THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

OFFICE CONSOLIDATION
December 1991

BY-LAW #15P88
Approved by City Council
May 1989

ALBERT PARK/ RADISSON HEIGHTS

Area Redevelopment Plan

92-02269/

NOTE: This office consolidation includes the following amending By-Law: 18P91 Approved September 9, 1991.

Amended portions of the text are printed in italics and the specific amending by-law is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction and that amendments have been embodied for ease of reference only. The official By-law and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this By-law.

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P.O. BOX 2100, STATION 'M'
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(403) 268-5333

ALBERT PARK/RADISSON HEIGHTS
AREA REDEVELOPMENT PLAN

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PREFACE

Area Redevelopment Plans (A.R.P.s) are planning documents, adopted by By-law, which outline a comprehensive program of land use and transportation policies and other planning proposals that help to determine and guide the future development of individual communities within the city. As such, an A.R.P. is intended to supplement the Land Use By-law by providing a local policy context and, where appropriate, specific land use and development guidelines for use by the Approving Authority. While the districts under the Land Use By-law apply uniformly throughout the city, an A.R.P. provides a community perspective to the existing land use districts as well as to proposed redesignations of specific sites within a community.

The expected life of the Albert Park/Radisson Heights A.R.P. is ten to fifteen years. This may vary in relation to general growth trends within the city or to specific trends in Albert Park/Radisson Heights. It may be necessary, therefore, to evaluate the Plan's effectiveness in meeting its objectives within approximately five years of its approval.

Finally, it should be noted that municipal public facilities and improvements proposed or recommended in the Albert Park/Radisson Heights Area Redevelopment Plan and Supporting Information (e.g. pathways, community recreational facilities) are subject to the City's capital budget priorities and approval process.

1.0 INTRODUCTION

1.1 Study Boundaries

The boundaries of the Albert Park/Radisson Heights Area Redevelopment Plan (A.R.P.), illustrated on Map 2, are:

North:	Memorial Drive E.
East:	36 Street S.E.
South:	17 Avenue S.E.
West:	Barlow Trail S.E.

The A.R.P. study area encompasses approximately 175 gross hectares (432 gross acres).

1.2 Context

Albert Park/Radisson Heights is located to the east of the Downtown and inner city and is separated from them by the Bow River and Deerfoot Trail. It has a population of approximately 6,400 people.

This community enjoys ample open space, is well provided with public and separate schools, has good access to shopping and city-wide transportation routes, and has views of the Bow River Valley, the Downtown and the mountains. However, like many communities close to Downtown, it suffers from a number of problems such as shortcutting of non-local traffic, residential infill development that is insensitive to the block or the community at large, and inconsistent property maintenance.

Since this community became part of the City of Calgary as part of the 1961 annexation, there has been considerable residential development in Calgary. For example, adjacent newer communities like Dover, Penbrooke Meadows, Forest Heights and Marlborough were developed during this period. Within the community, Radisson Heights and Radcliffe Village were developed during this era too. As well, the two older areas of Albert Park/Radisson Heights, developed between 1912 and 1950 have undergone redevelopment to semi-detached and duplex dwellings. This has resulted in a decline in the number of resident homeowners in the community.

At a Public Hearing in 1975, City Council approved the Forest Lawn Design Brief outlining land use, transportation and open space policies for a number of East Calgary communities including Albert Park/ Radisson Heights. The conservation and stabilization policies proposed in the Design Brief are further encouraged through this A.R.P.

Major developments adjacent to the community since 1975 (e.g. industrial expansion to the north and further city growth in the northeast) have had impacts on the area which this A.R.P. addresses.

MAP 1

ALBERT PARK/
RADISSON
HEIGHTS

TITLE:

ACTION PLAN
EXECUTIVE SUMMARY

LEGEND

▒ LOW DESITY RESIDENTIAL

■ MEDIUM DENSITY RESIDENTIAL

▦ COMMERCIAL

░ SCHOOL

▩ OPEN SPACE, PARK, SCHOOL OR COMMUNITY FACILITY

▤ PARK ' N RIDE

▲ COMMUNITY HALL

━+++ LRT ALIGNMENT & STATION

━ · ━ STUDY AREA BOUNDARY

DATE: **MAY 1989**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

Low Density Residential

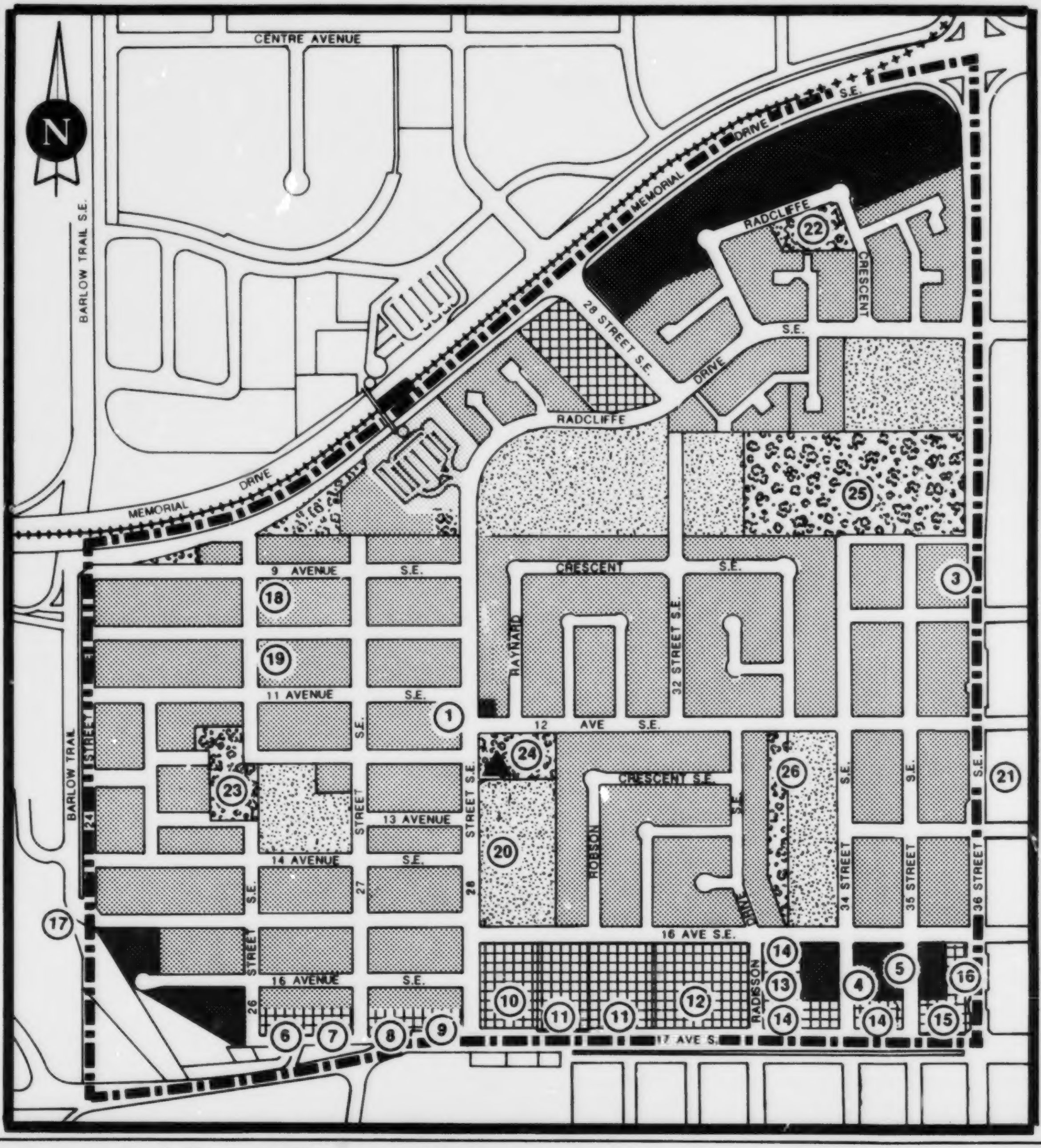
- Retain the existing land use designations (R-1, R-2 and R-2A).
- Encourage compatible infill developments with the use of approved residential infill guidelines
- Improve the existing low density residential areas with community identification and clean up programs.
- Redesignate select sites to more appropriate land use districts. (Sites 1-5, Map 5)

Medium Density Residential

- Establish residential/ commercial land use boundary. (Map 4)
- Retain existing medium density, low profile apartment projects.
- Encourage compatible multi-residential developments in existing underdeveloped RM-4 sites.
- Discourage multi-residential expansion into low density areas.

Community Identification

- The community to design and implement special features such as signage, bus shelters, garbage receptacles, etc.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CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE S.E.
MEMORIAL DRIVE
RADCLIFFE
CRESCENT
S.E.
28 STREET S.E.
DRIVE
RADCLIFFE
9 AVENUE S.E.
CRESCENT S.E.
RAYNARD
32 STREET S.E.
11 AVENUE S.E.
12 AVE S.E.
CRESCENT S.E.
13 AVENUE
14 AVENUE S.E.
BARLOW TRAIL
24 STREET
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27 STREET
28 STREET S.E.
ROBSON
DRIVE
34 STREET S.E.
35 STREET S.E.
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Local Commercial

- Retain the existing local commercial uses.
- Discourage commercial expansion into residential areas.
- Encourage compatible commercial development.
- Redesignate the RM-4 on 36 Street to DC (C-1) (Site 16, Map 6).

General Commercial

- Retain the existing commercial uses.
- Reduce the height of commercial developments by redesignating C-3 to C-3(23), C-3(27) and DC. (Sites 6, 7, 11, 13, 14and 15, Map 6)
- Restrict the commercial uses where transportation constraints exist. (Sites 8 and 9, Map 6)
- Redesignate the Forest Lawn and Co-op Shopping Centres from DC and C-3 to C-5. (Sites 10 and 12, Map 6)

Transportation

- Discourage shortcutting traffic from using residential streets by:
  - improving traffic flow on the major street system, i.e. removing parking on 36 Street S.E. during peak hours (Site 21, Map 9) and coordinating traffic signal operation;
  - installing selective traffic reduction measures on internal community streets. (Sites 17 and 20, Map 9)
- Extend the bikeway system. (Site 18, Map 9)
- Reduce the parking in the 2700 block of 11 Avenue. (Site 19, Map 9)

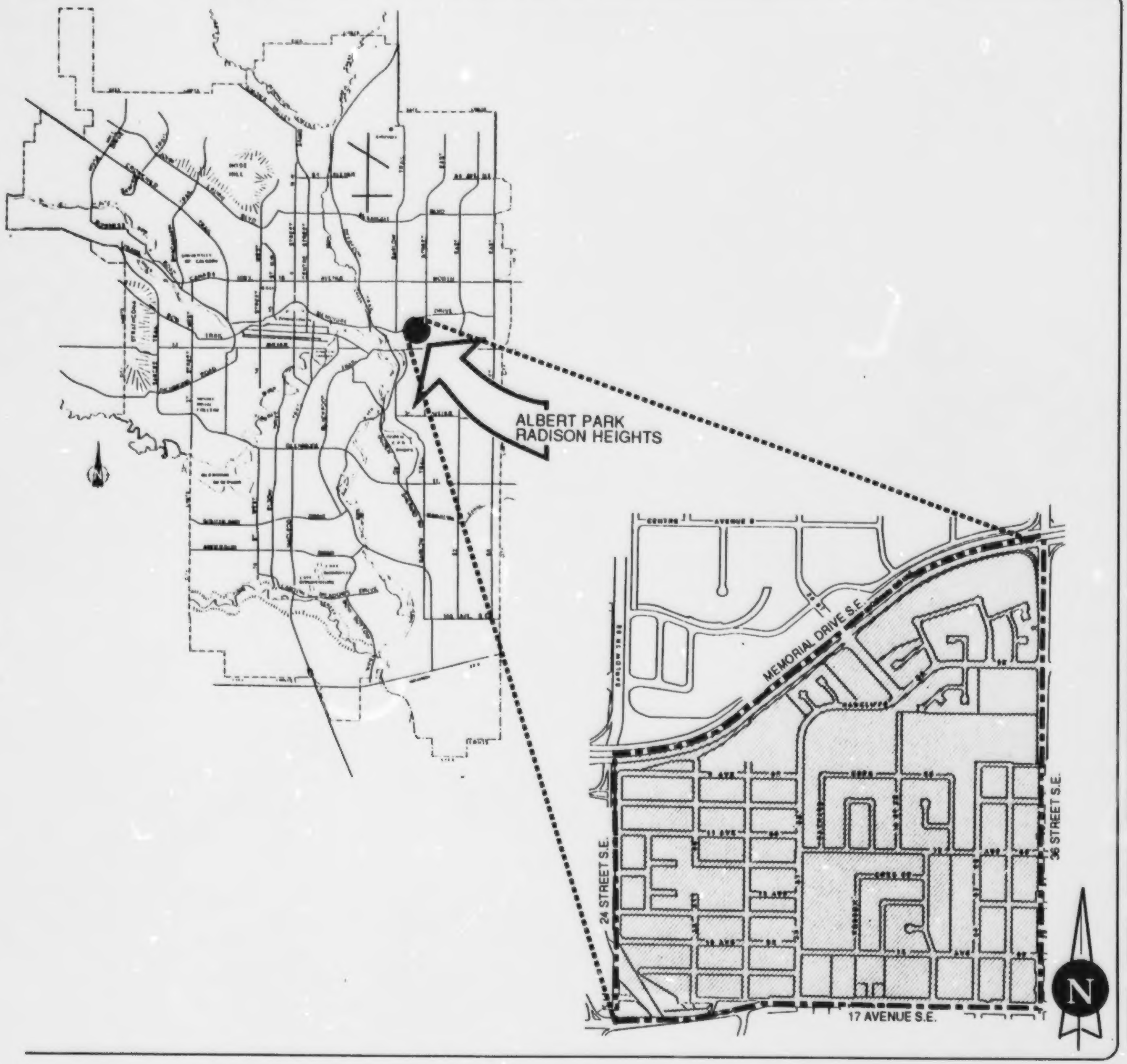
Social Programs

- Establish social programs for single parents, seniors and youth.

Park Improvements

- Retain and upgrade the existing open space with mini-parks and landscaping. (Sites 22-26, Map 10)

[A new site 5 was added. Remainder of sites on maps 1, 5, 6, 9 and 10 were renumerated (By- law 18P91, approved September 9, 1991)]


ALBERT PARK
RADISON HEIGHTS
24 STREET S.E.
36 STREET S.E.
17 AVENUE S.E.
MEMORIAL DRIVE S.E.
BARLOW TR SE
CENTRE AVENUE E
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
2

TITLE:
STUDY AREA

LEGEND

━ · ━ · ━ STUDY AREA BOUNDARY

DATE: **MAY 1989**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

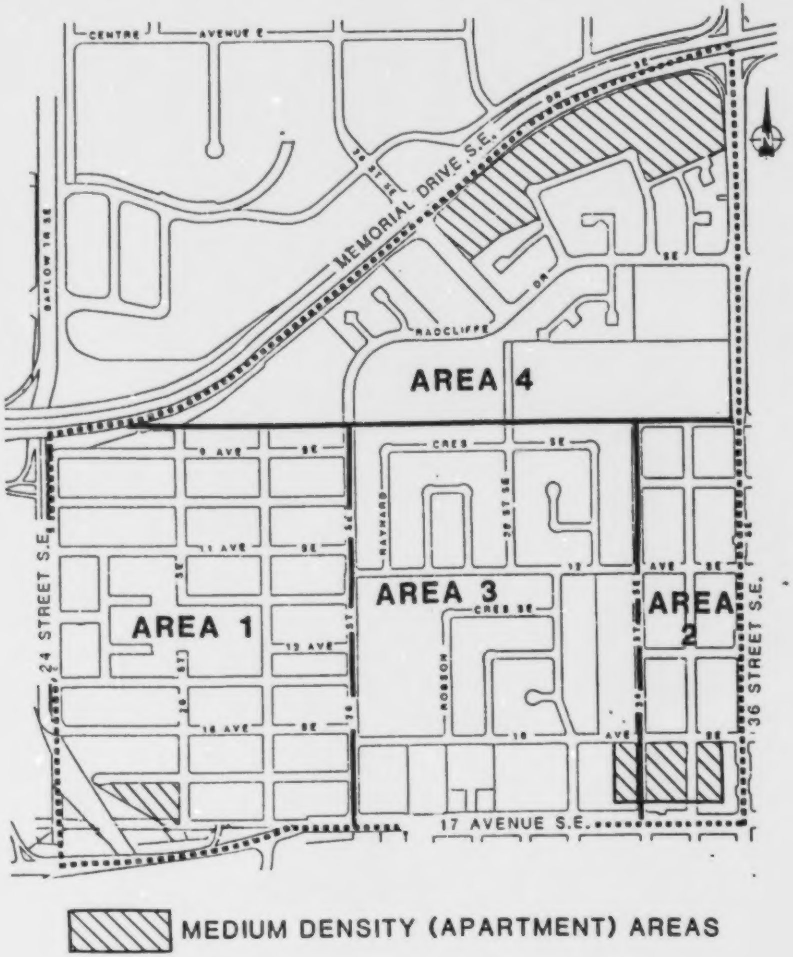
0 1/4 mile
0 400 meters

1.3 Goals

The goals of the Albert Park/Radisson Heights A.R.P. are:

1. To implement the policies of the Calgary General Municipal Plan and other relevant Council policies which pertain to the study area.
2. To encourage land use stability through:
   - the preservation and rehabilitation of the existing low density residential dwellings;
   - improving the interface between residential and commercial land uses.
3. To improve the quality and type of recreational and open space facilities and to ensure that these amenities adequately meet the needs of the existing and future population in the area.
4. To reduce the shortcutting of non-local traffic on non-residential streets.
5. To assess social issues and to recommend any necessary initiatives.

Map 3 RESIDENTIAL CHARACTER AREAS



CENTRE
AVENUE E
BARLOW TR SE
MEMORIAL DRIVE S.E.
DR
SE
28 ST SE
RADCLIFFE
DR
AREA 4
9 AVE
SE
CRES
SE
RAYHARD
28 ST SE
11 AVE
SE
12
AVE
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AREA 3
CRES SE
AREA 1
AREA 2
24 STREET S.E.
ST
12 AVE
ROBSON
28
26
16 AVE
SE
16
AVE
SE
17 AVENUE S.E.
36 STREET S.E.

▨ MEDIUM DENSITY (APARTMENT) AREAS

2.0 LAND USE AND DEVELOPMENT

2.1 Residential

2.1.1 Context

Albert Park/Radisson Heights is primarily a low density residential community, characterized by single-detached (single family), semi-detached duplex and townhouse dwelling units. As well, medium density apartment development exists on the edge of the community and close to major traffic routes.

2.1.1.1 Low Density Residential Character Areas

There are four distinct low density residential areas in the community (Map 3), that are identified by different periods of development, different zoning and different land use issues.

- Area 1 (West of 28 Street)

This part of the community is the location of the original subdivision developed on a grid system of streets. This area includes single family dwellings constructed between 1911-13, bungalows and duplexes of the 1960's and small lot infill development of the 1970's and 1980's. Most of the structures are developed on 50 foot parcels. It has a varying topography which allows for views to the south and to the west.

Specific issues in Area 1:

- Two structures (an older church building and hall) located at 1237 - 28 Street S.E. (Site 1, Map 5) were originally used as the Albert Park Mission School. This use was changed with the redesignation of the site from R-2 to DC (for a private club) in June 1971. The club use has now been replaced by a church use which is not allowed under the DC district.
- During the last few years, similar to other inner city communities, the R-2 sections of Albert Park/Radisson Heights have experienced the subdivision of 50 foot lots into two 25 foot lots and the development of single detached infill housing on these lots. Some of these developments have been constructed without respect for the existing developments on the block.

- Area 2 (between 34 and 36 Streets and between 10 and 16 Avenues)

Subdivided in 1908, this area is characterized by a mix of dwelling units constructed between 1912 and the present. It also has a grid street system. Like Area 1, it consists of lots with 50 by 125 foot residential lots. Property maintenance is generally good except on 36 Street where some decline is evident.

Specific issues in Area 2:

- While most of 36 Street S.E. is designated (zoned) R-2 and contains a large percentage of duplex dwellings, a small portion of land along the west side of 36 Street currently zoned R-1, contains a mix of duplex and fourplex dwelling units (Site 3, Map 5). As a result, the existing R-1 land use designation is not appropriate.
- Concerns relating to infill housing on small lots noted in Area 1 above, also apply to this area.

- Area 3 (between 28 and 34 Streets)

This part of the community, developed in the 1960's, utilizes a street system of crescents and cul-de-sacs and consists primarily of single family dwellings. It was subdivided into 50 by 120 foot residential lots and has well maintained properties and mature vegetation.

Specific issues in Area 3:

- A portion of this area bounded by 28 Street and Raynard Crescent S.E. (Site 2, Map 5) is designated R-2 and RM-4 and is developed with single-detached, duplex, fourplex and townhouse dwellings that are relatively well maintained. The present designations are not considered suitable for this location due to the predominance of single and two family dwellings in this area.

- Area 4 (Northern Part of the Community Centered Around Radcliffe Drive)

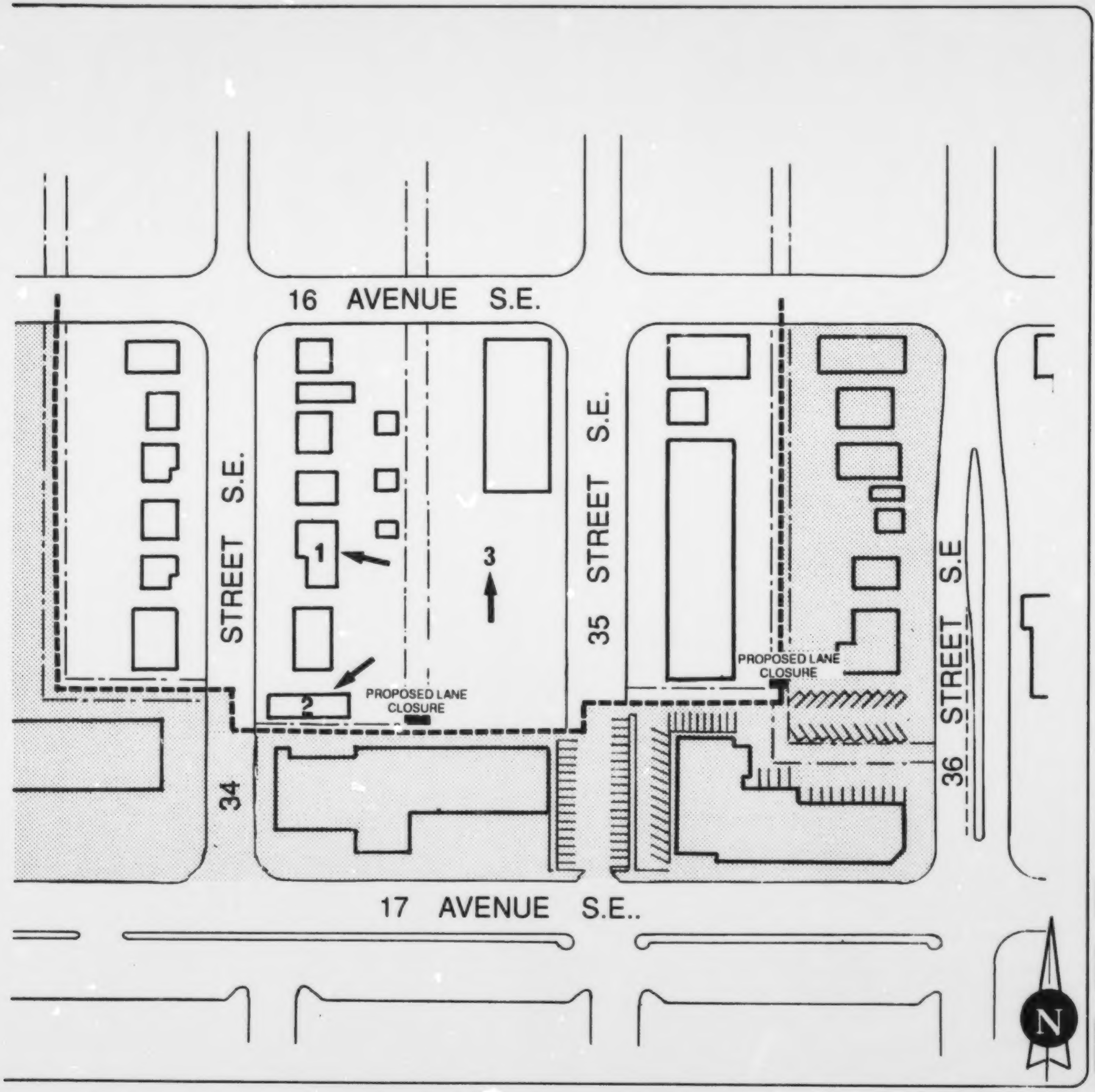
Developed in the late 1970's, this area utilizes a street system of crescents and cul-de-sacs and has a wide range of dwelling units including single-detached dwellings, duplexes, townhouses and apartments. While it is newer and generally well maintained, there are some initial signs of deterioration, lack of vegetation and insufficient property maintenance.

2.1.1.2 Medium Density Residential (Apartments)

Medium density apartment developments exist on the edge of the community and close to major traffic routes (Map 3). Two of these apartment developments, one of which is located adjacent to Memorial Drive and the other located on 16 Avenue and 26 Street S.E. are designated DC (Direct Control) for apartment uses. A third apartment area in the vicinity of 35 Street S.E. is designated RM-4, which allows a maximum density of 148 units per hectare (60 units per acre).

Specific issues in the apartment area surrounding 35 Street S.E. (Map 4 and Site 4, Map 5).

- There are commercial uses within this area. These uses include a bicycle repair shop (1728 - 34 Street) designated C-1, an office located in the residential dwelling (1718 - 34 Street) designated DC for professional non-medical office uses and a vacant parcel (1715-1735 - 35 Street) designated RM-4, that is used as a surface


16 AVENUE S.E.
17 AVENUE S.E..
34 STREET S.E.
35 STREET S.E.
36 STREET S.E
1
2
3
PROPOSED LANE CLOSURE
PROPOSED LANE CLOSURE
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ALBERT PARK/
RADISSON
HEIGHTS

MAP
4

TITLE:

COMMERCIAL/
RESIDENTIAL
BOUNDARY

LEGEND

- - - -	RESIDENTIAL/ COMMERCIAL BOUNDARY
▨	COMMERCIAL
1	RESIDENTIAL DWELLING DESIGNATED DC FOR PROFESSIONAL NON - MEDICAL OFFICE USES
2	BICYCLE SHOP DESIGNATED C-1
3	VACANT LOT USED AS SURFACE PARKING FOR 17 AVENUE INN (HOTEL)

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 100 200
0 30m. 60 meters

parking lot for an adjacent hotel. While these uses were once considered suitable, a renewed interest in stabilizing this residential area now makes them an undesirable intrusion.

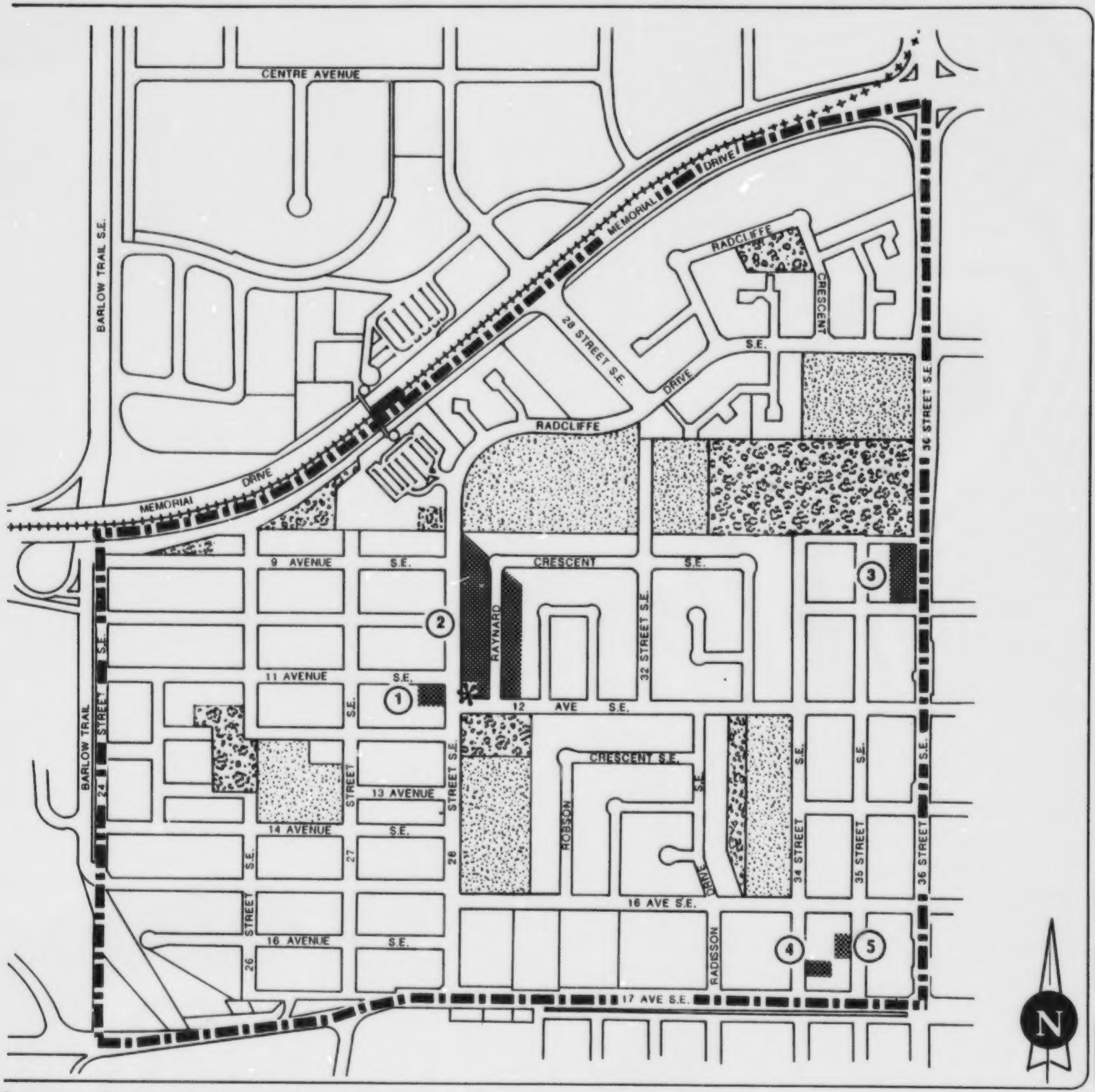
2.1.2 Objectives

To stabilize and improve the existing residential character of the community by:

1. correcting inconsistencies between existing land uses and land use district designations;
2. encouraging a compatible relationship between existing dwellings and infill development by means of residential infill guidelines;
3. discouraging commercial uses from intruding into the residential sectors of the community.

2.1.3 Policy

1. A low density residential policy is retained that permits single family, duplex, semi-detached and townhouse dwellings for all areas currently designated R-1, R-2A and R-2 (excepting Site #3, Map 5).
2. A medium density apartment policy permitting densities to a maximum of 148 units per hectare (60 units per acre) continues to be appropriate between 16 and 17 Avenues east of Radisson Drive and on the existing sites on the periphery of the community.
3. Existing DC sites are recognized except for Site 2, Map 5 (1327 - 28 Street S.E.).
4. A boundary is established between the residential and commercial uses utilizing the north-south lanes in the 3400 and 3600 Blocks and the east-west lane in the 3500 Block north of 17 Avenue (as shown on Map 4). Non-residential uses should not be located inside this boundary, with the exception of the existing bicycle repair shop at 1728 - 35 Street and the vacant lot at 1715, 1719, 1723 and 1735 - 35 Street S.E. (which has been used as a parking lot for the adjacent hotel since prior to the annexation of Forest Lawn to the City of Calgary).
5. *The residential property located at 1228 - 28 Street S.E. is designated as "Under Policy Review" (as shown on Map 5). [By-Law 18P91 approved September 9, 1991].*


CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE
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RADCLIFFE
CRESCENT
28 STREET S.E.
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RADCLIFFE
9 AVENUE S.E.
CRESCENT
S.E.
RAYNARD
32 STREET S.E.
36 STREET S.E.
11 AVENUE S.E.
12 AVE S.E.
CRESCENT S.E.
S.E.
ROBSON
13 AVENUE
14 AVENUE S.E.
STREET
27
STREET S.E.
28
DRIVE
34 STREET
35 STREET
36 STREET
S.E.
S.E.
S.E.
16 AVE S.E.
BARLOW TRAIL
24 STREET S.E.
S.E.
STREET
16 AVENUE S.E.
26
RADISSON
17 AVE S.E.
1
2
3
4
5
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
5

TITLE:

RESIDENTIAL SITES REQUIRING IMPLEMENTATION ACTION

LEGEND

▬ ▪ ▬ STUDY AREA BOUNDARY

▨ OPEN SPACE

▨ SCHOOL

① DC TO R-2

② RM-4 AND R-2 TO R-1. R-2 AND DC (RM-4/75)

③ R-1 TO R-2

④ C-1 TO DC (RM-4 AND THE EXISTING BICYCLE SHOP)

⑤ RM -4 TO DC (RM-4 AND PARKING FOR THE HOTEL)

* UNDER POLICY REVIEW

DATE:

JULY 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

[A new site 5 was added. Remainder of sites on maps 1, 5, 6, 9 and 10 were renumerated (By- law 18P91, approved September 9, 1991)]

2.1.4 Implementation

To implement the residential land use policies, the following actions are required and where applicable, guidelines as noted shall be considered in reviewing development applications (see Map 5 for sites listed on Chart).

SITE	EXISTING DESIGN.	LAND USE POLICY	ACTION REQUIRED	DEVELOPMENT GUIDELINES
1	DC (for a private club)	Low Density Conservation/ Infill	This site should be redesignated to R-2 Residential Low Density District, which is in conformity with the surrounding land use district and permits a church use.	The Single-Detached Infill Housing Guidelines for Established Communities (November, 1987) shall be considered.
2	RM-4 and R-2	Low Density Conservation/ Infill and Medium Density (for existing fourplex and townhouse dwelling units)	The lots with existing single-detached dwellings should be redesignated from R-2 and RM-4 to R-1. The lots with semi-detached dwellings shall be redesignated from RM-4 to R-2. Those parcels with three four-plex dwelling units and two five unit townhouse developments should be redesignated from RM-4 to DC for those uses that exist at the time of the passage of this A.R.P. By-law and subject to the following guidelines: Land Use The land use shall be for fourplex dwelling units on lots with existing fourplex dwelling units (728, 732 and 736 Raynard Crescent) and for five unit townhouses on lots with existing five unit townhouses (716 and 724 Raynard Crescent).	For R-2 sites, the Single-Detached Infill Housing Guidelines for Established Communities (March, 1988) shall be considered. The General Rules for Residential Districts contained in Section 20 of By-law 2P80 and the Permitted and Discretionary Use Rules of the RM-4/75 (Residential Medium Density Multi-Dwelling District) shall apply unless otherwise noted below: a) Height The maximum height allowed is 10 metres (33 feet).
3	R-1	Low Density Conservation/ Infill	This block should be redesignated to R-2 Low Residential Low Density District.	The Single-Detached Infill Housing Guidelines for Established Communities (March, 1988) shall be considered.

SITE	EXISTING DESIGN.	LAND USE POLICY	ACTION REQUIRED	DEVELOPMENT GUIDELINES
All Other R-2 Sites	R-2	Low Density Conservation/ Infill	Existing land use designation shall be retained.	The Single-Detached Infill Housing Guidelines for Established Communities (March, 1988) shall be considered.
4	C-1	Medium Density Residential (and the existing bicycle shop)	Site should be redesignated to DC (RM-4) for a variety of dwelling types from single family to apartments as well as the existing use (bicycle shop).	1. The General Rules for Residential Districts contained in Section 20 of By-law 2P80 and the Permitted and Discretionary Use Rules of the RM-4 shall apply. 2. Provision of a landscape plan that: a) retains existing mature vegetation wherever possible; b) utilizes berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and private amenity areas. 3. Provision of a building and site design that: a) has a scale, mass and height that does not adversely affect adjacent conservation/ infill development, and which allows adequate sunlight penetration to adjacent development; b) contains building finishing materials, colour, design detail, facade articulation and rooflines which respect the character of adjacent buildings; c) ensures enclosure or adequate screening of mechanical ventilating and plant equipment. 4. Provision of .15 visitor parking spaces per dwelling unit in addition to minimum parking requirements of the Land Use By-law. 5. Provision of signage which clearly identifies access to, and location of, visitor parking. 6. Relaxations of front yards are discouraged.

SITE	EXISTING DESIGN.	LAND USE POLICY	ACTION REQUIRED	DEVELOPMENT GUIDELINES
All RM-4 Sites	RM-4	Medium Density Residential	Existing land use designation shall be retained.	1. Provision of a landscape plan that: a) retains existing mature vegetation wherever possible; b) utilizes berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and private amenity areas. 2. Provision of a building and site design that: a) has a scale, mass and height that does not adversely affect adjacent conservation/infill development, and which allows adequate sunlight penetration to adjacent development; b) contains building finishing materials, colour, design detail, facade articulation and rooflines which respect the character of adjacent buildings; c) ensures enclosure or adequate screening of mechanical ventilating and plant equipment. 3. A variety of housing types. 4. Provision of .15 visitor parking spaces per dwelling unit in addition to minimum parking requirements of the Land Use By-law. 5. Provision of signage which clearly identifies access to, and location of, visitor parking. 6. Relaxations of front yards are discouraged.

SITE	EXISTING DESIGN.	LAND USE POLICY	ACTION REQUIRED	DEVELOPMENT GUIDELINES
[Section 2.1.4 Implementation, Site 5 was added (By-Law 18P91 approved September 9, 1991)]				
5	*RM-4*	*Medium Density Residential [and parking for the adjacent hotel (3620 - 17 Avenue S.E.)]*	*Site should be redesignated to DC (RM-4) for a variety of dwelling types from single family to apartments as well as parking for the adjacent hotel.*	*1. The General Rules for Residential Districts contained in Section 20 of By-law 2P80 and the Permitted and Discretionary Use Rules of the RM-4 shall apply.* *2. Provision of a landscape plan that:* *a) retains existing mature vegetation wherever possible;* *b) utilizes berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and private amenity areas.* *3. Provision of a building and site design that:* *a) has a scale, mass and height that does not adversely affect adjacent conservation/infill development, and which allows adequate sunlight penetration to adjacent development;* *b) contains building finishing materials, colour, design detail, facade articulation and rooflines which respect the character of adjacent buildings;* *c) ensures enclosure or adequate screening of mechanical ventilating and plant equipment.* *4. Provision of .15 visitor parking spaces per dwelling unit in addition to minimum parking requirements of the Land Use By-law.* *5. Provision of signage which clearly identifies access to, and location of, visitor parking.* *6. Relaxations of front yards are discouraged.*

2.2 Commercial

Introduction

Commercial land uses are currently located on 17 Avenue S.E., Radisson Drive, and the west side of 28 Street S.E. adjacent to Memorial Drive as shown on Map 6. Three commercial categories: local commercial, general commercial and shopping centre commercial, are appropriate for the community.

2.2.1 Context

2.2.1.1 Local Commercial

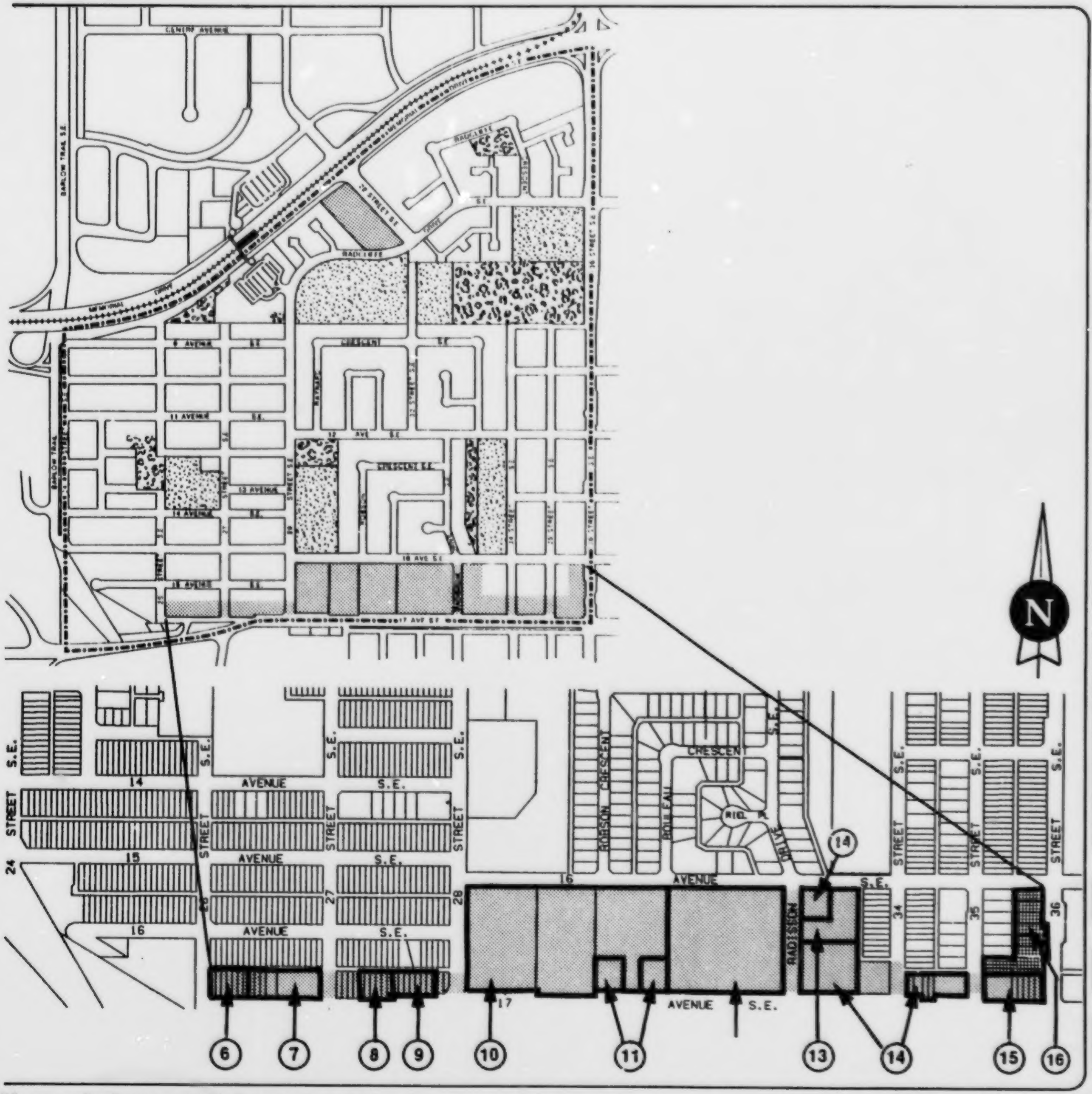
The local commercial areas are generally intended to provide for goods and services catering to the needs of the immediate area. Typical uses would include banks, dry cleaners, hardware stores, small offices and shops, restaurants, retail food stores and some automotive services.

- Specific Local Commercial Issues
    - The 2800 Block - 17 Avenue S.E. consists of a locker plant, designated DC for this specific use, twelve (12) vacant lots designated R-2 and C-1 (Sites 7 and 8, Map 6) and a one storey take out food restaurant designated C-1. This block has transportation constraints because its access is restricted to a one-way westbound road, west of 28 Street. 17 Avenue S.E. between 26 and 28 Streets was the location of the original 17 Avenue road.

      According to a recent Transportation Department road capacity analysis for 17 Avenue west of 28 Street, there is minimal capacity left for new development. At the same time, it is inappropriate to leave the R-2 lots designated as such on the very busy 17 Avenue S.E. thoroughfare.
    - The properties on 36 Street between 16 Avenue and the lane north of 17 Avenue S.E. (Site 15, Map 6) are designated RM-4 but have a transition policy where local commercial and medium density residential land uses are considered suitable (Forest Lawn Design Brief - 1976). These properties are currently occupied by single-detached and fourplex dwellings as well as two single storey retail outlets. The location of these properties, adjacent to C-3 commercial uses, has discouraged their redevelopment to higher density residential uses.

2.2.1.2 Local Commercial Objective

1. To establish more suitable land uses for parcels located on major traffic corridors provided impacts on the residential area can be minimized.


BARLOW TRAIL S.E.
MEMORIAL DRIVE
CENTRE AVENUE
RADCLIFFE
9 AVENUE
11 AVENUE
12 AVE S.E.
13 AVENUE
14 AVENUE
16 AVENUE
17 AVE S.E.
CRESCENT S.E.
24 STREET S.E.
14 AVENUE S.E.
15 AVENUE S.E.
16 AVENUE S.E.
26 STREET S.E.
27 STREET S.E.
28 STREET S.E.
ROBSON CRESCENT
BOILEAU CRESCENT
RIGEL PL
DRIVE S.E.
RADISSON
34 STREET S.E.
35 STREET S.E.
36 STREET S.E.
17 AVENUE S.E.
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16
N

ALBERT PARK/ RADISSON HEIGHTS

MAP 6

TITLE:

COMMERCIAL SITES REQUIRING IMPLEMENTATION ACTION

LEGEND

-·-·-	STUDY AREA BOUNDARY
▩	TRANSITION POLICY
▨	COMMERCIAL
⑥	C-3 TO C-3 (27)
⑦ ⑪ ⑭	C-3 TO C-3 (23)
⑧	R-2 TO DC
⑨	C-1 TO DC (UNDER POLICY REVIEW)
⑩	DC AND C-3 TO C-5
⑫	C-3 TO C-5
⑬	C-3 TO DC
⑮	RM 4 AND C-3 TO DC
⑯	RM - 4 TO DC

DATE:

JULY 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0
1/4 mile
0
400 meters

[A new site 5 was added. Remainder of sites On maps 1, 5, 6, 9 and 10 were renumerated (By- law 18P91, approved September 9, 1991)]

2.2.1.3 General Commercial

The general commercial area is intended to provide for a wide variety of goods and services which cater to the needs of a broad population base on a quadrant or city-wide basis. Typical uses would include specialty shops and services and office/retail uses. Mixed use development, including residential uses, are also acceptable.

The general commercial policy is applicable to the majority of the 17 Avenue frontage. This permits a range of retail, office and mixed use (residential and commercial) development along 17 Avenue S.E. between 26 Street S.E. and 27 Street S.E., in the 3200 Block S.E. (Block 3, Plan 731019) and between 34 Street S.E. and 36 Street S.E.

General Commercial Issues:

- For Sites 6, 10 and 13, Map 6, the height allowed under a general commercial (C-3) designation, has a negative impact on the adjacent low density residential areas. It permits developments to a maximum height of 46 metres/150 feet as compared to the 10 metres/30 feet for the abutting residential.

- An office building located at 2710 - 17 Avenue S.E. (Site 6, Map5) has been developed under C-3. It is 25 metres (approximately 83 feet) in height and impacts the adjacent low density residential area to the north.

- A mixed use development that consists of an apartment with office and retail at-grade, known as Radisson Place (1710 Radisson Drive S.E.), was built under the C-3 (Site 13, Map 6). It is 33 metres (108 feet) and impacts the low density residential to the north.

- The 17 Avenue Inn located at 3608 - 17 Avenue S.E. (Site 14, Map 6) is situated on lands designated both commercial and residential. This hotel, formerly known as the Forest Lawn Hotel, was in existence on this site prior to the annexation of the Forest Lawn area to the City of Calgary in 1961. The residential land use designation on Lots 7, 8 and 40 for the northern portion of the hotel site, is inappropriate for the hotel use. It is proposed to redesignate it to an appropriate commercial land use district.

2.2.1.4 General Commercial Objectives

1. To ensure that commercial development is as compatible as possible with surrounding land uses.

2. To correct inconsistencies between existing land uses and existing land use designations.

3. To reduce the potential impacts related to loss of sunlight and privacy that commercial developments, if developed to their maximum height, could have on the adjoining low density residential areas.

2.2.1.5 Shopping Centre Commercial Uses

The Forest Lane Shopping Centre (3012 - 17 Avenue S.E.) and the Co-op Shopping Centre (3330 - 17 Avenue S.E.) are designated C-3 (General Commercial) and DC C-1 (Local Commercial) but function as community (sector) shopping centres (Sites 9 and 11 on Map 6).

Community (sector) shopping centres are intended to provide for a wide variety of retail goods and services on large sites. As well, these sites are to be located on major traffic corridors. Sector shopping centres are generally classified C-5.

2.2.1.6 Shopping Centre Commercial Objective

1. To bring the present land use designations more in conformity with existing land use.

2.2.2 Policy

2.2.2.1 Local Commercial Policy

1. A local commercial policy which provides goods and services for the needs of surrounding neighbourhoods using the C-1 designation, is reaffirmed for certain portions of the community.

2. A transition policy encouraging restricted local commercial land uses will be applied to the twelve (12) lots in the 2800 Block on 17 Avenue currently zoned R-2 and C-1.

3. A transition policy encouraging restricted local commercial land uses will be applied to the Lots # 9 to 14 currently designated RM-4 and fronting on 36 Street between the lane north of 17 Avenue and 16 Avenue.

4. *The commercial property located at 2820 R, 2826 and 2828 - 17 Avenue S.E. is designated as "Under Policy Review" (as shown as "Site 9" on Map 6). [By-Law 18P91 approved September 9, 1991].*

2.2.2.2 General Commercial Policy

1. A general commercial policy utilizing the C-3(23) and C-3(27) designations will be applied to the 17 Avenue S.E. commercial areas between 26 and 27 Streets S.E., the 3200 Block S.E. and between 34 and 36 Streets S.E. This policy is intended to provide for a wide variety of goods and services which cater to the needs of a broad population base on a quadrant or city-wide basis. Typical uses can include specialty shops and services, office/retail uses and mixed use developments which can include residential.

2.2.2.3 Shopping Centre Commercial Policy

1. The land use policy for the Forest Lane and the Co-op Shopping Centres will be changed from DC and general commercial to shopping centre commercial. The intent of this policy is to provide for a wide variety of goods and services on a comprehensive basis to communities on a city-wide basis. It will utilize the C-5 designation, since it meets the community shopping centre land use rules.

2.2.2.4 The existing Direct Control (DC) land use districts are recognized.

2.2.3 Implementation

To implement the commercial land use policies, the following actions are required and, where applicable, guidelines as noted shall be considered in reviewing development applications (see Map 6).

SITE	EXISTING DESIGN.	LAND USE POLICY	ACTION REQUIRED	DEVELOPMENT GUIDELINES
6	C-3	General Commercial	That portion of the site with the existing office building should be redesignated to C-3(27). The balance of the site should be redesignated to C-3(23). Both redesignations will reduce the loss of sunlight and privacy on the residential area to the north.	1. The following is to be encouraged: a) Provisions of underground parking. b) Access to parking and loading areas from paved laneways. c) Building design to ensure a reasonable transition in building mass to adjacent residential areas while maximizing residential privacy. 2. Where new development includes retail at-grade, the following is to be encouraged: a) Design features such as: clear glazing for store front windows, weather protection, arcades, and canopies. b) Landscaped parking islands.
7,11, 14	C-3	General Commercial	These sites should be redesignated to C-3(23) to reduce the loss of sunlight and privacy on the residential area to the north.	- Same as Site 6.

SITE	EXISTING DESIGN.	LAND USE POLICY	ACTION REQUIRED	DEVELOPMENT GUIDELINES
8	R-2	Local Commercial	The site should be redesignated to DC for Local Commercial Uses. The only uses permitted are those listed below such as offices, personal service businesses, specialty retail stores, veterinary clinics, hardware and paint stores, restaurants and car wash uses. The purpose is to restrict land uses to those which are considered to be community oriented and low traffic generator uses.	The General Rules for Commercial Districts contained in Section 33 of By-law 2P80 and the Permitted and Discretionary Use Rules of the C-1 (Local Commercial) contained in Section 35 shall apply unless otherwise noted below: a) Lane Access Vehicular access from the commercial properties to the lane shall be prohibited. b) Access Vehicular access to the site will be restricted to right turns in and out only along 17 Avenue S.E. c) Parking Parking shall conform to the requirements of By-law 2P80. d) Building Design The design, character and appearance of a building approved shall be compatible with and complementary to the surrounding area.
9	C-1	Local Commercial	The site should be redesignated to DC for community-oriented low traffic generator type commercial uses (similar for Site 8 above).	Development Guidelines as in Site 8.

SITE	EXISTING DESIGN.	LAND USE POLICY	PROPOSED DESIGNATION/ IMPLEMENTATION	DEVELOPMENT GUIDELINES
10	DC (C-1) and C-3	Local and General Commercial	This site should be redesignated to C-5 (Shopping Centre Commercial District) to bring the land use designation more in conformity with the existing use and to limit the loss of sunlight and privacy to the residential area to the north, that could occur if this site were developed to its maximum height of 46 metres (150 feet) under the C-3 designation.	
12	C-3	Shopping Centre Commercial	The C-3 site should be redesignated to C-5 (Shopping Centre Commercial District) to bring the land use designation more in conformity with the existing use and to limit the loss of sunlight and privacy to the residential area to the north, that could occur if this site were developed to its maximum height of 46 metres (150 feet) under the C-3 designation.	
13	C-3	General Commercial	This site should be redesignated to DC (C-3[33]) to reduce the loss of sunlight and privacy on the residential area to the north. Land Use The permitted and discretionary uses of the C-3 (General Commercial District) shall be permitted and discretionary uses.	The General Rules for Commercial Districts contained in Section 33 of By-law 2P80 and the Permitted and Discretionary Use Rules of the C-3 District shall apply unless otherwise noted below: a) Height The maximum height shall be 33 metres (108 feet).
15	RM-4 and C-3	General Commercial	The C-3 site should be redesignated to DC (C-3) in which an hotel use has a maximum height of 33 metres, and all other uses listed in the C-3 (General Commercial) District have a maximum height of 23 metres. The purpose is to limit the loss of sunlight and privacy to the north.	The General Rules for Commercial Districts contained in Section 33 of By-law 2P80 and the Permitted and Discretionary Use Rules of the C-3 (General Commercial) District contained in Section 37, shall apply unless otherwise noted below:

SITE	EXISTING DESIGN.	LAND USE POLICY	PROPOSED DESIGNATION/ IMPLEMENTATION	DEVELOPMENT GUIDELINES
15(cont'd)			No implementation action is required at this time for the sites to the north designated RM-4. The existing designation is acknowledged for now. A transition policy is recommended to permit land use redesignations to either DC [C-3(33)] or[C-3(23)] as outlined above.	a) General Commercial To reduce potential overshadowing and loss of privacy on properties to the north, the maximum height of all structures shall be 23 metres (75 feet) for all land uses with the exception of hotels as provided in Section b) below: b) Hotels To reduce the overshadowing and loss of privacy on properties to the north, the maximum height for hotel uses shall be 33 metres (108 feet). The floor plate for hotel uses between 24 metres (79 feet) and 33 metres (108 feet) shall be stepped back in the following manner: 1) The sideyard requirement of 5 metres (16 feet) from the north property line shall be the required setback for the first three storeys (approx. 10 metres/33 feet); 2) Above three storeys, the floor plate shall be stepped back 12 metres (39 feet) from the north property line; 3) and above six storeys (approx. 20 metres/66 feet) the floor plate shall be stepped back 20 metres (66 feet) from the north property line.
16	RM-4	Local Commercial	No implementation action is required at this time for this site designated RM-4. The existing designation is acknowledged for now. A transition policy is recommended to accommodate the redesignation over time to DC for local commercial uses with the exception of automotive services, billiard parlours, child care centres, entertainment establishments, liquor stores, medical clinics.	Development Guidelines a - d as in Site 8 above with the addition of: e) Side Yard Buffer The five metre (5) side yard landscaped setback abutting residential districts is not required because all these lots are expected to be redesignated to commercial over time.

3.0 TRANSPORTATION

3.1 Context

Albert Park/Radisson Heights is bordered in the north, east and south respectively by Memorial Drive, 36 Street and 17 Avenue, which are expressways or major standard roadways designed to accommodate regional access to the Downtown as well as to employment, shopping and residential areas in east Calgary. Barlow Trail on the west side of the community, is a 4-lane roadway providing access to the Max Bell Arena and the local street system in Albert Park/Radisson Heights (11 Avenue S., 12 Avenue S., 15 Avenue S.).

In general, although the above-noted boundary roads are providing good local access to homes and businesses in Albert Park/Radisson Heights, they are not functioning effectively as through traffic routes. For example, 36 Street E. on the east edge of the community, presently operates as a 4-lane divided roadway between Memorial Drive and 8 Avenue S. but narrows to 2 traffic lanes with on street parking between 8 Avenue and 16 Avenue causing a severe bottleneck, thereby encouraging the use of some community streets (e.g. 28 Street) for through traffic. On the west edge of the community, the absence of a continuous major road connection on Barlow Trail between Memorial Drive and 17 Avenue S. causes through traffic to be funnelled directly onto the local community street system on 15 Avenue S. and 28 Street E. In addition, 11 and 12 Avenues S.E. function as an east/west shortcutting traffic route. The streets with this shortcutting problem are shown on Map 7.

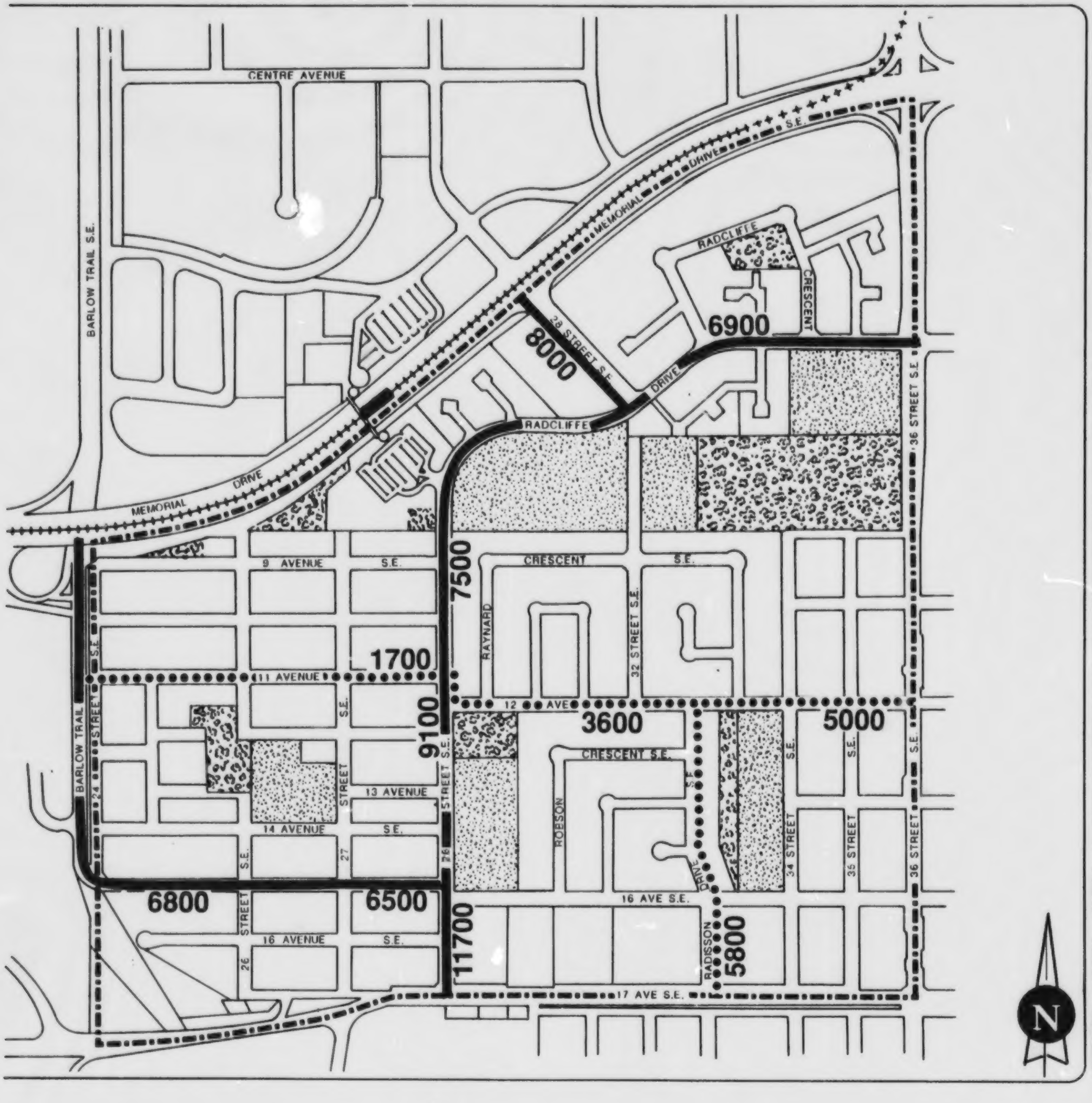
The extent of non-local traffic on these streets is shown on the accompanying chart.

Road	Status	Environmental Guidelines (VTD)*	Total Daily Volumes (1986)	Estimated Non-Local Trips (VTD)*
28 Street	Primary collector	**5,000-10,000	**8,000-11,700	2,000
15 Avenue	Collector	**1,000-5,000	6,800	2,000
11/12 Avenues	Collector	**1,000-5,000	**1,700-5,000	**500-1,000

* VTD Vehicle Trips Per Day.

** A range of volumes.

- Specific Transportation Concerns
  - The carriageway on the 2700 block of 11 Avenue S.E. is only 9.8 metres (32 feet) wide as compared to 11 metres (36 feet) for other streets in the community. The present road allowing 2-way traffic and parking on both sides, creates a traffic flow and safety problem. This problem is worsened by 11 Avenue functioning as a bus route. This transit route was requested by the community and supported by the Transportation Department. (Site 19, Map 9)
  - The residential area on 34 and 35 Streets between 16 and 17 Avenues S.E. is susceptible to noise, overspill parking and other impacts from the commercial uses on 17 Avenue, primarily the 17 Avenue Inn.
  - Although the community has a bikeway/pathway system, it is discontinuous and not fully signed. (Site 13, Map 9)



CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE
MEMORIAL DRIVE S.E.
RADCLIFFE CRESCENT
6900
8000
28 STREET S.E.
RADCLIFFE DRIVE
36 STREET S.E.
9 AVENUE S.E.
7500
CRESCENT S.E.
RAYNARD
32 STREET S.E.
1700
11 AVENUE
12 AVE
3600
5000
9100
CRESCENT S.E.
ROBSON
13 AVENUE
14 AVENUE S.E.
BARLOW TRAIL
24 STREET
26 STREET
27 STREET
34 STREET S.E.
35 STREET S.E.
36 STREET S.E.
6800
6500
16 AVE S.E.
RADISSON DRIVE
5800
11700
16 AVENUE S.E.
26 STREET
17 AVE S.E.
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
7

TITLE:

TRAFFIC SHORTCUTTING ROUTE

LEGEND

- -·-·- STUDY AREA BOUNDARY
- ▨ OPEN SPACE
- ▒ SCHOOL
- ━ PRIMARY SHORTCUT ROUTE
- •••••• SECONDARY SHORTCUT ROUTE
- **9100** VEHICLE TRIPS PER DAY (1986) TRAFFIC VOLUMES

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

3.2 Objectives

1. To discourage non-local traffic from using internal community streets for shortcutting by:
   - improving the capacity of roads on the edge of the community; and
   - considering traffic reduction measures for interior streets of the community as required.
2. To reduce the impact of commercial traffic on the adjoining residential areas.
3. To provide a connection for cyclists to the Franklin LRT Station.

3.3 Policy

1. Peripheral roads (36 Street S.E., Barlow Trail and 17 Avenue S.E.) should be upgraded as required to accommodate the demands of through traffic.
2. Modification to roads in the interior part of the community (28 Street, 15 Avenue and 11/12 Avenues) should be undertaken on a trial basis to reduce traffic shortcutting through the community.
3. Measures should be taken on the 2700 Block of 11 Avenue to improve traffic flow and increase safety.
4. Measures should be undertaken to reduce the impacts of commercial traffic on residential land use in the area of 34 and 35 Streets between 16 and 17 Avenues S.E.
5. Expand the cycle route system in the community to provide a connection to the Franklin LRT Station.
6. The roads in the community should retain their existing designations in accordance with By-law 3M82, as amended by By-law 64M84, the City of Calgary Transportation System By-law, as follows:

   Expressways

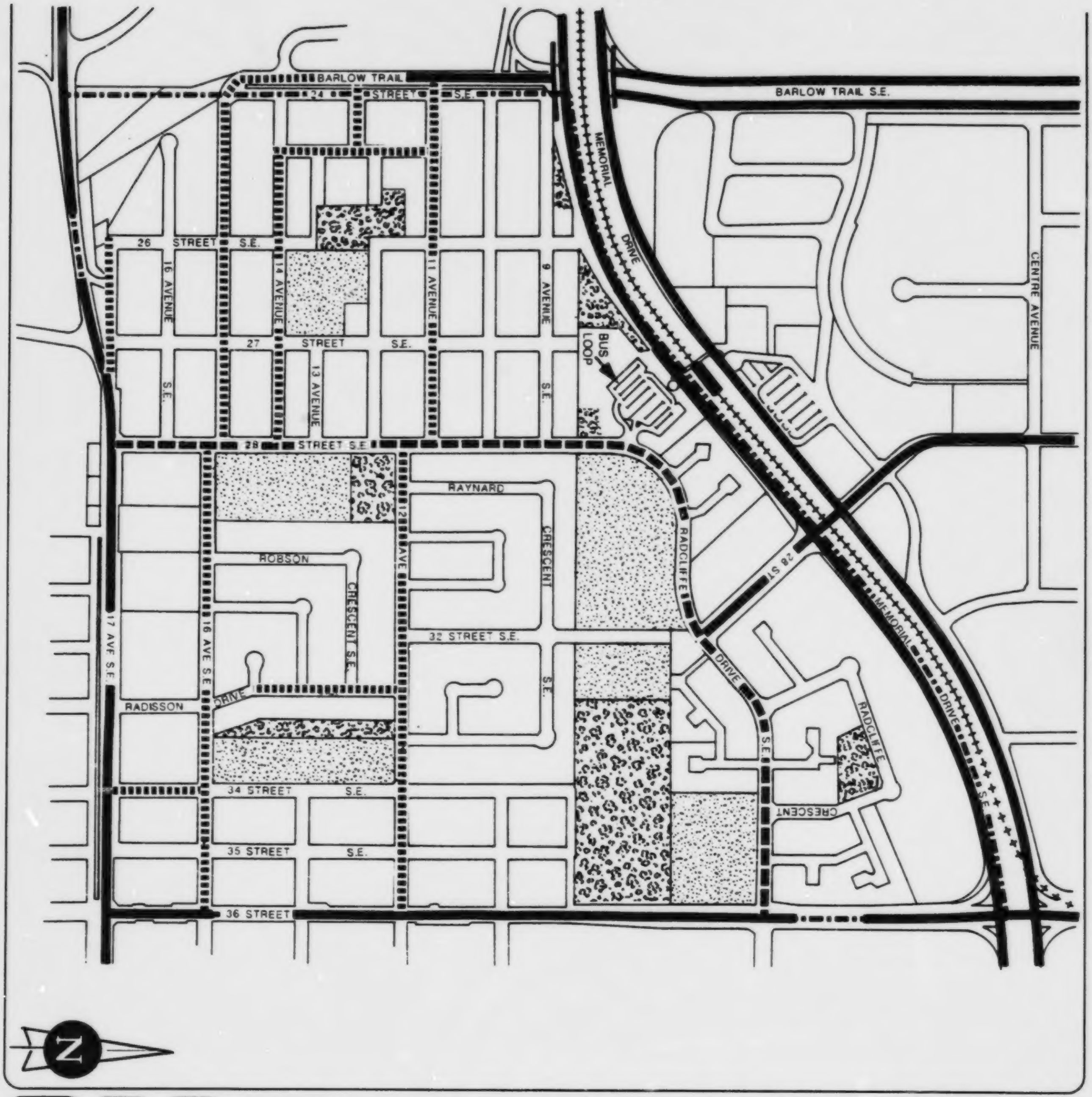
   - Memorial Drive

   Major Roads

   - 36 Street S.E.
   - 17 Avenue S.E.
   - Barlow Trail S.E. between Memorial Drive and 12 Avenue
   - 28 Street S.E. between Memorial Drive and Radcliffe Drive S.E.
7. With the exception of those roads noted below as collector roads, all other roads in the community are local roads:

   Collector Roads

   - 11 Avenue S.E.
   - 12 Avenue S.E.
   - 14 Avenue S.E.
   - 15 Avenue S.E.
   - 16 Avenue S.E.
   - 28 Street S.E.
   - "Old" 17 Avenue S.E. between 26 and 27 Streets
   - 25 Street S.E. between 11 and 14 Avenues
   - Radcliffe Drive S.E.
   - Barlow Trail S.E. between 12 and 15 Avenues
   - Radisson Drive S.E. between 12 and 17 Avenues
   - 34 Street S.E. between 16 and 17 Avenues


BARLOW TRAIL
24 STREET S.E.
BARLOW TRAIL S.E.
MEMORIAL DRIVE
26 STREET S.E.
16 AVENUE
14 AVENUE
11 AVENUE
9 AVENUE
CENTRE AVENUE
27 STREET S.E.
13 AVENUE
S.E.
S.E.
BUS LOOP
28 STREET S.E.
RAYNARD CRESCENT
ROBSON CRESCENT S.E.
12 AVE
RADCLIFFE DRIVE S.E.
28 ST
MEMORIAL DRIVE S.E.
32 STREET S.E.
S.E.
17 AVE S.E.
16 AVE S.E.
RADISSON DRIVE
RADCLIFFE CRESCENT
34 STREET S.E.
35 STREET S.E.
36 STREET
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
8

TITLE:
TRANSPORTATION SYSTEM

LEGEND

- STUDY AREA BOUNDARY
- OPEN SPACE
- SCHOOL
- LRT ALIGNMENT & STATION
- FREEWAY/ EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR
- COLLECTOR

DATE:
MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
400 meters

3.4 Implementation

To implement the transportation policy at the following locations, the following actions as shown on Map 9 are required:

SITE ACTION REQUIRED

17 Lane reduction on Barlow Trail

Long Term

The need for and possible timing of an extension of Barlow Trail southward from Memorial Drive to 17 Avenue S.E. and/or beyond will be reviewed in the Northeast/East Sector Transportation Network Study. Until this review is completed, a lane reduction device will be implemented on a trial basis on Barlow Trail S.E., south of the access to Max Bell Arena.

Short Term

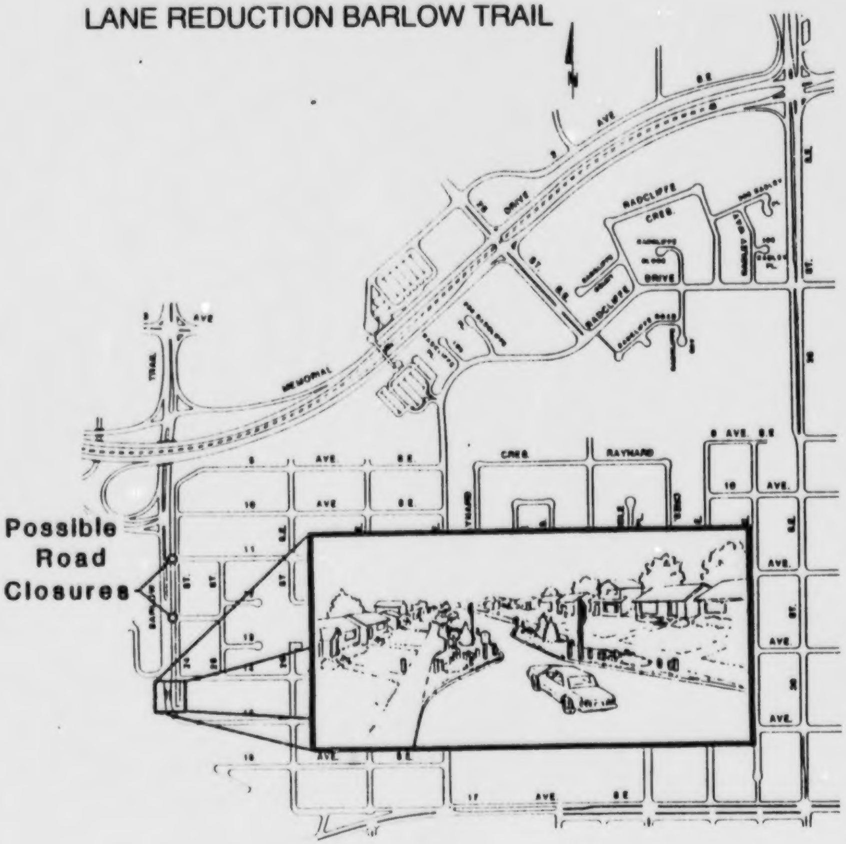
The proposed lane reduction involves narrowing the width of Barlow Trail to create a short, one lane section of road. This is shown conceptually in Figure 1. The right-of-way between conflicting northbound and southbound traffic would be controlled by a traffic signal. Closure of the access points to Barlow Trail at 11 Avenue S.E. and 12 Avenue S.E. may be required to prevent shortcutting traffic from using other streets to avoid this measure.

18 Bikeways/Pathways

It is proposed that 26 Street S.E. between the lane (north of 9 Avenue S.) and 10 Avenue S. be designated as an on-street bikeway and provided with the standard signage, which would then connect the existing pathway and bikeways both inside and outside the community.

Figure 1 - LANE REDUCTION

LANE REDUCTION BARLOW TRAIL



SITE ACTION REQUIRED

19 Parking restrictions on the south side of the 2700 Block on 11 Avenue S.E.

This proposal would remove the parking on the south side in this block for a trial period to increase safety for pedestrians and vehicle owners.

20 Lane reduction on 28 Street S.E.

This proposal would narrow the width of 28 Street to one lane at the intersection of 13 Avenue and 28 Street E. as shown conceptually in Figure 1. Northbound and southbound traffic on 28 Street E. would be controlled by a traffic signal. The closure of 27 Street in the vicinity of 13 Avenue may be required to prevent shortcutting traffic from by-passing the restriction on 28 Street.

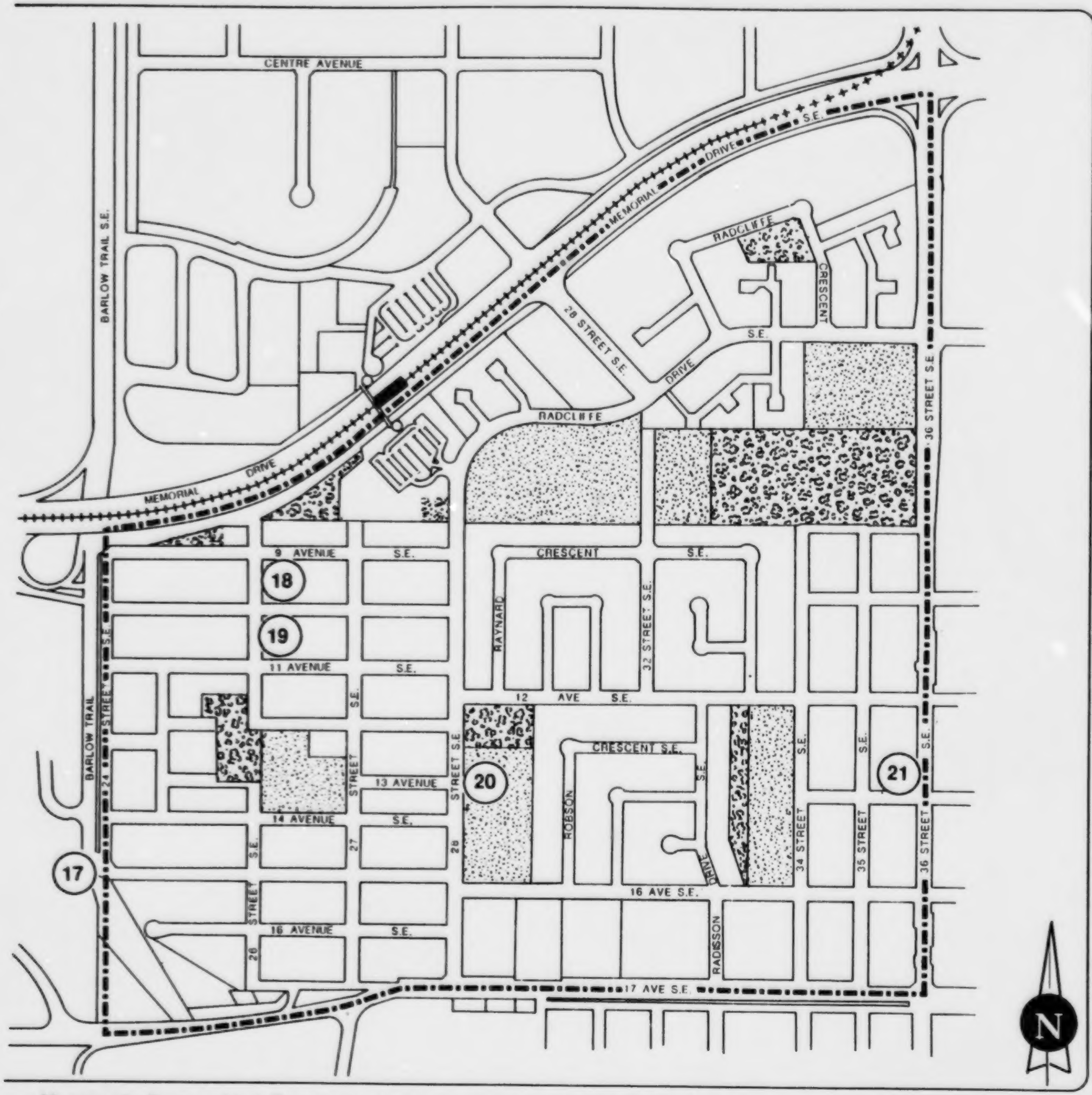
In view of the experimental nature of the lane reduction as a device to reduce shortcutting traffic, it is recommended that only the Barlow Trail location (Site 16) be implemented at this time. If the Barlow Trail device proves to be successful as a traffic reduction measure and is supported by residents, an additional device on 28 Street S.E. could be installed following the trial period.

SITE ACTION REQUIRED

21 36 Street S.E. and 17 Avenue S.E. Improvements

36 Street S.E. between 8 and 17 Avenue S.E. will maintain its status as a four-lane divided road and continue to be evaluated for implementation in the Transportation Improvements Priority Study (T.I.P.S.). study or the Engineering Department' s capital budget deliberations. The purchase by the City of Calgary of the 5.2 metre (17 feet) setback on each side of 36 Street S.E. between 8 Avenue and 16 Avenue will be required for the construction of this four lane divided road. On a short term basis the following improvements are recommended:

- elimination of on-street parking during peak hours (from 0700 to 0830 and from 1530 to 1800 Monday to Friday) to permit 4 lanes of traffic operation during the period;
- re-alignment of the intersection at 36 Street and 8 Avenue S.E. to allow a proper transition between the 4 lane divided section of 36 Street S.E. north of 8 Avenue and the undivided section of roadway to the south;
- adjustments to traffic signal timing on 36 Street S.E. and 17 Avenue S.E. will be implemented to improve traffic operations on these travel routes and discourage the use of internal community roads by shortcutting traffic.


CENTRE AVENUE
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MEMORIAL DRIVE
RADCLIFFE CRESCENT
28 STREET S.E.
RADCLIFFE DRIVE S.E.
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16 AVE S.E.
17 AVE S.E.
RAYNARD CRESCENT S.E.
ROBSON CRESCENT S.E.
RADISSON DRIVE S.E.
BARLOW TRAIL
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ALBERT PARK/
RADISSON
HEIGHTS

MAP
9

TITLE:

SITES REQUIRING TRANSPORTATION IMPROVEMENTS

LEGEND

- —·—·— STUDY AREA BOUNDARY
- ▨ OPEN SPACE
- ░ SCHOOL
- ⑰ LANE REDUCTION (BARLOW TRAIL)
- ⑱ BIKE PATH
- ⑲ ㉑ PARKING RESTRICTIONS
- ⑳ LANE REDUCTION (28 STREET)

DATE:

JULY 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

[A new site 5 was added. Remainder of sites on maps 1, 5, 6, 9 and 10 were renumerated (By- law 18P91, approved September 9, 1991)]

4.0 OPEN SPACE AND SCHOOL FACILITIES

4.1 Context

Albert Park/Radisson Heights has six local park/open space sites and six school sites which provide recreational and educational facilities for the community. While the amount of open space per person is presently considered above the City's standard, residents, in a Needs and Preference Study (September 1986), identified the lack of quiet passive areas for picnics and relaxing as well as the provision of trees and shrubs in existing parks. There are several specific areas of concern:

- Most of the community parks, while providing grassed open space, older playground furniture and facilities for baseball and tennis, are devoid of trees, shrubs and irrigation systems.
- The Radcliffe Crescent Park open space is grassed and contains a few trees, but does not offer the opportunity for useful park activities to the large neighbouring residential population, because of a lack of park equipment.
- If the David D. Oughton School was declared surplus and disposed of for non-open space purposes, then the distribution of open space in the southeast area of the community would be adversely affected.

4.2 Objectives

1. To provide for the maintenance and improvement of the community open space and recreation facilities through the development of small passive recreation areas in existing parks and the upgrading of existing parks.
2. To ensure that an appropriate level of open space is maintained to meet the needs of the community.
3. To minimize any potential negative impacts on the community, if the David D. Oughton School is closed and declared surplus for educational purposes.

4.3 Policy

4.3.1 Radcliffe Crescent Park (Site 21, Map 10)

This park is considered the first priority for improvements. A plan for this site should be prepared in conjunction with neighbouring residents, and should address the need for a multi-use court, park furniture, an irrigation system and a passive park area.

4.3.2 Upgrading of the Existing Parks

Other community parks in the area should be upgraded with:

- the development of passive recreation areas that include shade trees, tables, benches, and garbage receptacles (this improvement is considered a priority for community parks before other improvements);
- the installation of irrigation systems;
- the possibility of planting of trees and shrubs along the edge of the parks;
- the development of shaled areas for ball diamonds, bleachers, and pathways to facilitate proper park maintenance; and
- that the community association and individual residents or groups, through programs such as Adopt-A-Park, be encouraged to assume some degree of maintenance responsibility for certain appropriate parks.

4.3.3 David D. Oughton School Site (Site 25, Map 10)

1. In order to maintain an adequate distribution of open space in the south-east area of the community, the acquisition of a portion of the David D. Oughton school site and the possible reconfiguration of adjacent City-owned lands should be considered should the school site be declared surplus for school purposes.

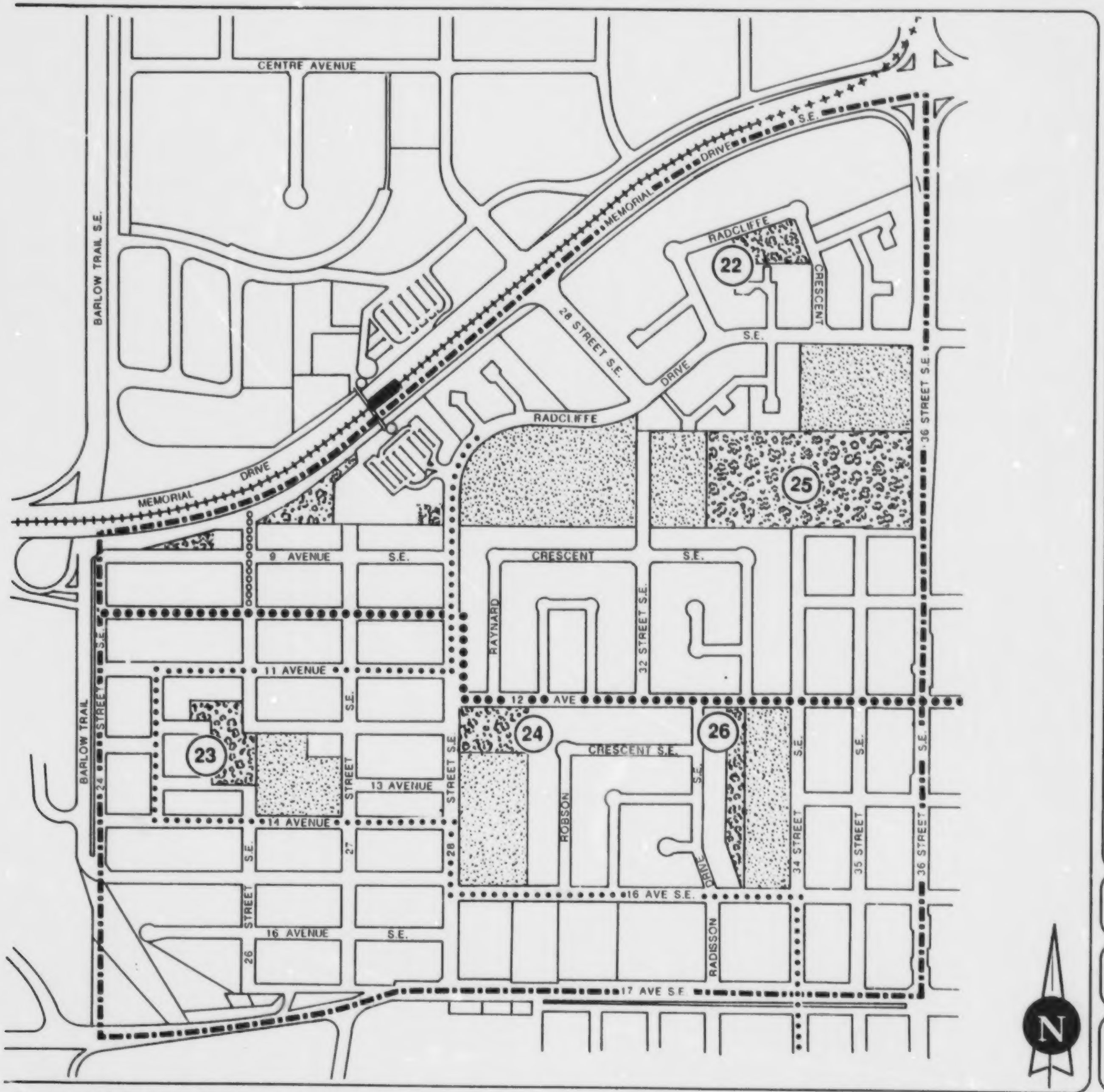
2. The Civic Administration should consult with the school boards and affected community members regarding any possible school closures. The City should offer input to the School Board relating to planning policies, population trends and community impact of a possible closure.

3. Should any school be declared surplus in the future, the community, the City Administration and the respective school board should consult each other to examine opportunities for redesigning the entire site for community related activities. Any redesign and renovation of the building should not be of a nature which would preclude the building's return to school use if the child population in the community returns to appropriate levels.

4.4 Implementation

To implement the open space and school policies, the following actions are required in the order of priority. Refer to Map 10 for site locations. It should be noted that timing for park improvements should be in accordance with existing Parks & Recreation budgetary priorities and constraints and shall be reviewed and incorporated with respect to existing A.R.P. implementation procedures.

SITE	LAND USE POLICY	ACTION REQUIRED	PRIORITY
21	Open Space	Park plan for a multi-purpose park should be prepared in consultation with neighbouring residents within one year of approval of the Plan.	FIRST
22-25	Open Space	Passive recreation areas (shaded area, benches, tables and garbage receptacles) are to be constructed in each community park.	• Albert Park (2629 - 12 Avenue S.E.) Site 23 • Community Hall Park (1310 - 28 Street S.E.) Site 24 • Father Lacombe Park (819 - 36 Street S.E.) Site 25 • David D. Oughton Park (3030 - 12 Avenue S.E.) Site 26
25	Open Space and School Site	The City will consider acquiring a portion of the David D. Oughton School site for open space needs, if it is declared surplus. Upon acquisition, any portion of the site acquired with monies from the Reserve Fund, should be registered as reserve land.	


CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE S.E.
RADCLIFFE CRESCENT
22
28 STREET S.E.
RADCLIFFE DRIVE S.E.
25
9 AVENUE S.E.
CRESCENT S.E.
RAYNARD
32 STREET S.E.
11 AVENUE
12 AVE
24
26
CRESCENT S.E.
ROBSON
23
BARLOW TRAIL
24 STREET S.E.
13 AVENUE
27 STREET S.E.
14 AVENUE
28 STREET S.E.
DRIVE
34 STREET S.E.
35 STREET S.E.
36 STREET S.E.
16 AVE S.E.
26 STREET S.E.
16 AVENUE S.E.
RADISSON
17 AVE S.E.
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
10

TITLE:

OPEN SPACE SITES REQUIRING IMPLEMENTATION ACTION

LEGEND

- —·—·— STUDY AREA BOUNDARY
- ▨ OPEN SPACE
- ░ SCHOOL
- (22)–(26) SITES REQUIRING IMPLEMENTATION BY PRIORITY
- ········ PATHWAY
- ●●●●●●● BIKEWAY
- ○○○○○○○○○○ PROPOSED BIKEWAY

DATE:

JULY 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

[A new site 5 was added. Remainder of sites on maps 1, 5, 6, 9 and 10 were renumerated (By- law 18P91, approved September 9, 1991)]

5.0 SOCIAL PERSPECTIVES

5.1 Context

As outlined in Section 1.1.3 of the Supporting Information, the community is above the city average in a number of special needs areas:

- single parent households;
- families with children (0-19 years) dependent on public assistance;
- senior citizens receiving income supplements;
- unemployment rates (particularly youth unemployment);
- low income residents; and
- crime rate.

5.2 Objective

To promote community vitality and stability through the provision of services and programs that address social problems.

5.3 Policy

To achieve the above noted objective, the need for several social programs should be examined:

1. The need for day care and more subsidized out-of-school child care programs to serve single parent families;

2. The need for greater senior citizens outreach in the community;

3. The promotion of employment services and programs and in particular those services and programs oriented to youth; and

4. The promotion of crime prevention programs such as Block Watch and the development of organized after-school activities.

5.4 Implementation

To implement the social programs identified in Section 5.3 the following actions are required:

ACTION REQUIRED

1. The Social Services Department should, for a three year trial period, subject to annual budget approval:
    a. Provide the services of a single parent social worker, operating out of the Forest Lawn District Office, serving Albert Park/Radisson Heights and other surrounding communities. This staffing requirement should be reviewed on an annual basis.
    b. Promote out-of-school care and day care programs in the community as part of the duties of the single parent social workers.
    c. Provide through its Senior Outreach Program in the Forest Lawn area, improved information and programs to assist disadvantaged and low income senior citizens in the community.
    d. Provide information and counselling for unemployed youth in the community.
    e. Promote the establishment of programs for youth in the community including recreation programs in conjunction with the Parks & Recreation Department.
    f. Evaluate the above social programs at the completion of the three year period.
2. The Calgary Police Service should assist the Community in maintaining the Block Watch program and establishing other crime prevention programs.

6.0 COMMUNITY IDENTIFICATION PROGRAM

6.1 Context

It is generally recognized that certain parts of the community are in a state of decline due to inappropriate zoning, neglect of local parks and the shortcutting of non-local traffic. As well, there is a general perception that property maintenance in the community has declined.

6.2 Objectives

1. To establish distinctive community attributes.
2. To improve the perception of the community as a desirable place to live.
3. To enhance pride in the community on the part of residents.

6.3 Policy

The Albert Park/Radisson Heights community should, with the assistance of the Planning and Building Department:

- develop a community identification program which would include the assessment of improvements and associated costs (some examples of which are listed in the Supporting Information section [pages 82, 83 and 86]), a schedule for implementation and a public participation program;
- investigate alternative sources of funding for implementing such a program.

6.4 Implementation

The community identification program should be financed, implemented and maintained by the Community Association.

ALBERT PARK/ RADISSON HEIGHTS

Supporting Information

May 1989

PREFACE

This section provides background information to the recommendations and preparation process of the Albert Park/Radisson Heights A.R.P. Its purpose is to describe the context within which planning for the A.R.P. has been formulated. This section is not part of the A.R.P. and has no legal status.

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The Albert Park/Radisson Heights A.R.P. addresses a range of land use, transportation, parks and social issues in a comprehensive manner.

The major issues relate to:

- minimizing adjacent incompatible land uses;
- reducing shortcutting of non-local traffic; and
- curbing neighbourhood decline.

Other issues include upgrading local parks; addressing the social needs of before and after school care, unemployment and seniors programs; providing for a community identification program, and improving the quality of infill development.

1.1 Community Profile

1.1.1 Historical Development

Albert Park was developed on land originally used for ranching and farming. Initial planning for the area occurred around the turn of the century during a land boom that spread across western Canada.

Albert Park was named after Albert Smyth who, along with his fellow business partner, a Mr. McCullough, promoted what was to be an exclusive subdivision including parks, a lake, windmills, race tracks and gardens. The "Smyth Slough," which was to be made into a lake, was the focal point of the proposed development (Map 1). At that time a twenty-five foot lot was priced at $300.

In 1912, with lot sales lagging due to poor transportation to the area, Smyth and McCullough came up with a clever scam to market the lots. They laid down railway ties from Calgary to central Forest Lawn and started a false rumour of streetcar construction. The scam was discovered, the railway ties were used for firewood and these would-be developers disappeared. The first transit system did not occur until 1921 when a horse and buggy operation commuted people to Calgary. Settlement of Albert Park was slow and when factories closed during World War I, a lot could be obtained for $11-$25.

Gilbert Estate, the area between 34 and 36 Streets and 8 and 17 Avenues was developed after 1908. The current numbered street system originally had names as follows:

1986	1908
34 Street	Oughton Street
35 Street	Gilbert Street
16 Avenue	Henniker Avenue
14 Avenue	Boswell Avenue
12 Avenue	Perkins Avenue
10 Avenue	Douglas Avenue
8 Avenue	Walker Avenue

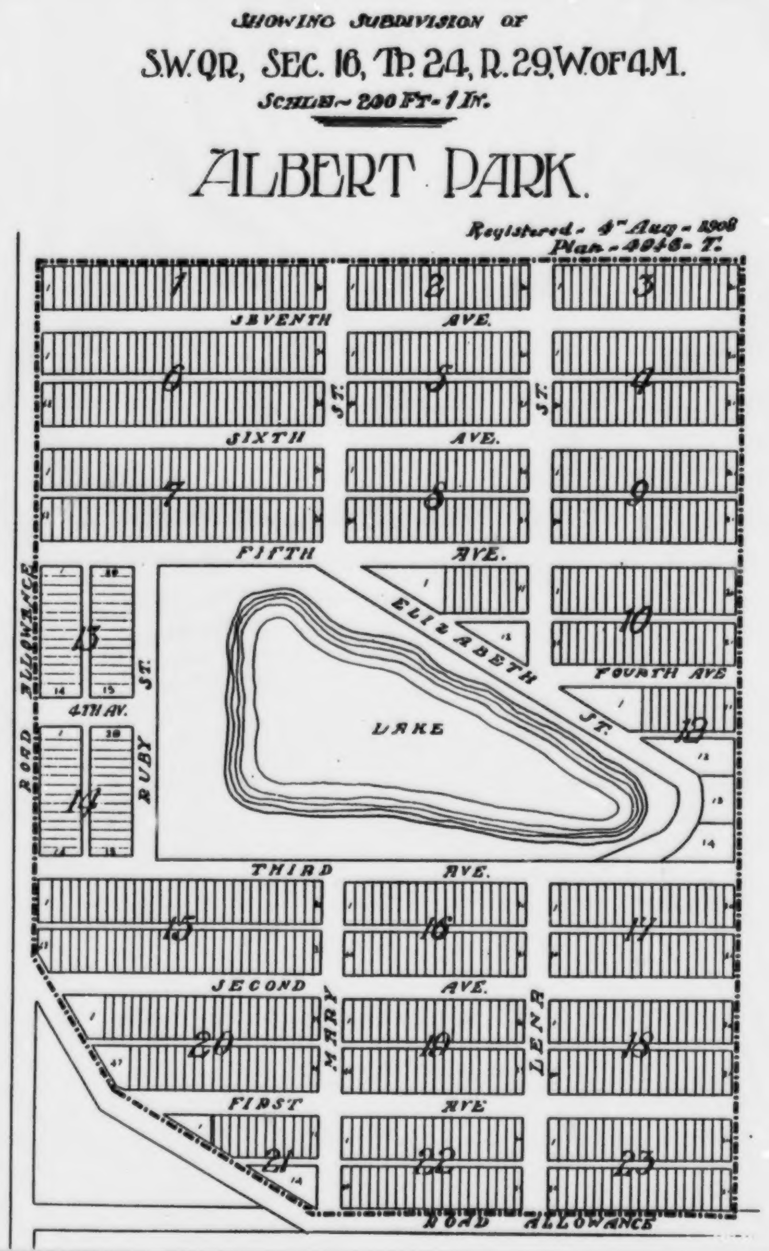
In 1934, Albert Park, Gilbert Estates, Forest Lawn and Hubalta were incorporated into the village of Forest Lawn. When the total population reached 1,850 in 1952, the village obtained town status. In 1961, the Town of Forest Lawn with a population of 13,000 was annexed to Calgary.

Radisson Heights, south of 8 Avenue was developed between 1964 and 1967. Radisson Village (the area north of 8 Avenue) was developed between 1976 and 1980.

Sources:

1971 Chestermere Historical Society Saddles, Sleighs and Sadirons.

1975 Century Calgary Publications Communities of Calgary from Scattered Towns to a Major City.


SHOWING SUBDIVISION OF
S.W.QR, SEC. 16, TP. 24, R. 29, W. OF 4 M.
SCALE ~ 200 FT. - 1 IN.
ALBERT PARK.
Registered - 4th Aug - 1908
Plan - 4046 - T.
SEVENTH AVE.
SIXTH AVE.
FIFTH AVE.
FOURTH AVE
4TH AV.
THIRD AVE.
SECOND AVE.
FIRST AVE
ST.
ST.
ELIZABETH ST.
RUBY ST.
MARY
LENA
LAKE
ROAD ALLOWANCE
ROAD ALLOWANCE
1
2
3
4
5
6
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8
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23
N

ALBERT PARK/ RADISSON HEIGHTS

MAP 1

TITLE:

HISTORIC SUBDIVISION PLAN

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1.1.2 Demographic Characteristics

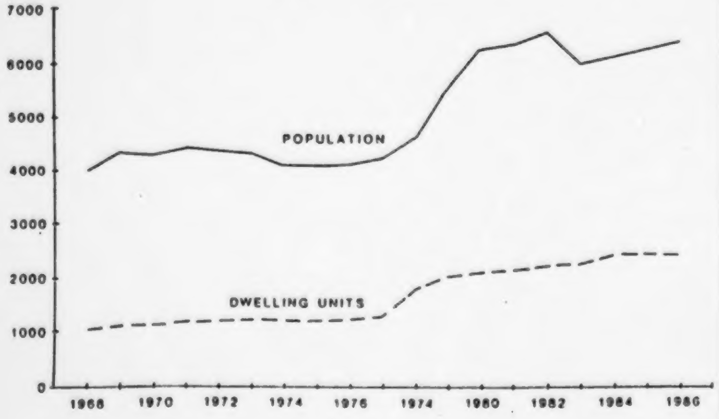
1.1.2.1 Population and Occupancy Rates

The population of Albert Park/Radisson Heights has increased dramatically by approximately 60%, from 3,995 in 1968 to 6,411 in 1986 (Figure 1). The most dramatic increase in the community occurred between 1977 and 1986 when that part of the community north of 8 Avenue was developed.

The number of dwelling units in the community increased by 134% from 1,038 in 1968 to 2,431 in 1986.

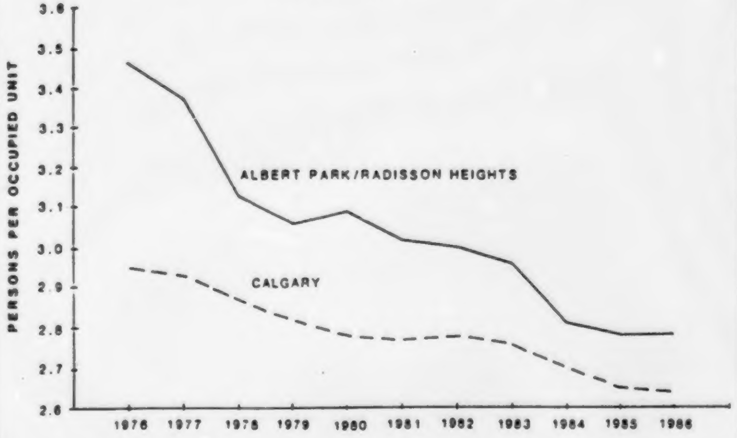
The occupancy rate (number of persons per occupied dwelling unit) has gradually been declining from 3.46 to 2.78 between 1976 and 1986 while the overall city rate decreased from 2.95 to 2.64 persons per unit (as shown in Figure 2). This general decline is attributable to a lowering of the birth rate.

Figure 1 - POPULATION AND DWELLING UNITS
1968-1986



Source: Corporate Resources Data from 1977 & 1986 Civic Census

Figure 2 - OCCUPANCY RATES
1976-1986

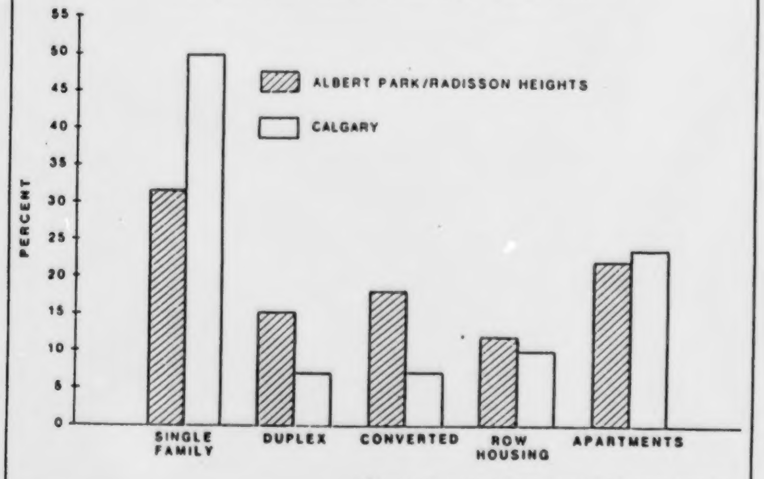


Source: Corporate Resources 1985 & 1986 Civic Census

1.1.2.2 Dwelling Unit Mix

Single family dwellings are the predominant housing type in the Albert Park/Radisson Heights community, accounting for 31.6% of the total number of units (Figure 3). This is substantially lower than the city average of 50%. The higher proportion of duplexes and converted structures* in the community accounts for this difference. As is the case in Calgary as a whole, apartments are the second most prevalent type of dwelling unit. The number of dwelling units in the community increased by 134% from 1,038 in 1968 to 2,431 in 1986 (Figure 1).

Figure 3 - DWELLING UNIT MIX



Source: Corporate Resources 1986 Civic Census

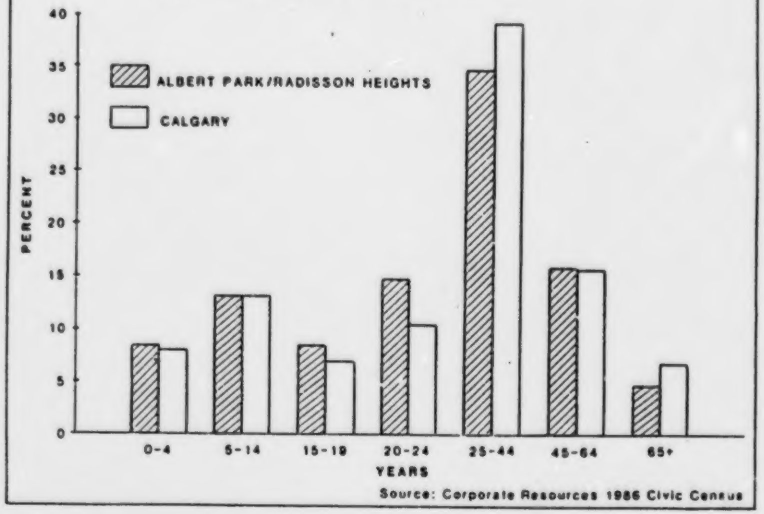
*A converted structure is a structure originally built as a single family house and now containing more than one unit or a structure originally built as a duplex and now containing more than two units.

The 1981 Statistics Canada Census shows that almost 50% of the dwelling units were constructed after 1970 and only 4.5% prior to 1946.

1.1.2.3 Age Structure

Albert Park/Radisson Heights has a similar breakdown in age groups to that of the city of Calgary, with the highest proportion of persons in the 25-44 year old category (Figure 4).

Figure 4 - AGE GROUPS

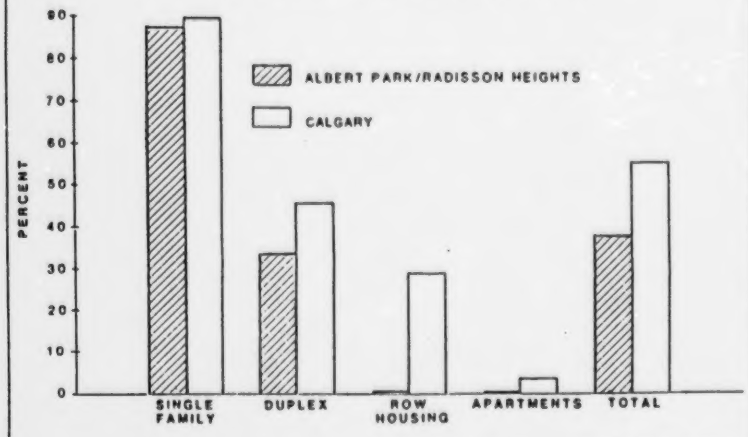


Source: Corporate Resources 1986 Civic Census

1.1.2.4 Home Ownership

The level of owner occupied dwelling units is an important measure of community stability. The percentage of owner occupied dwellings in the community is 37.5% as compared with a 55.2% city average. This difference relates to a higher rate of more mobile renters living in duplex and row housing units. As illustrated in Figure 5, the percentage of single family home ownership in the community (87.3%) is very similar to the Calgary rate (89.4%).

Figure 5 - HOME OWNERSHIP OF OCCUPIED DWELLING UNITS



Source: Corporate Resources 1986 Civic Census

1.1.3 Social Perspectives

1.1.3.1 Single Parent Families and Out-of-School Care

The 1981 Census of Canada indicates that in the Albert Park/Radisson Heights community, approximately 25% of those families with children living at home, are headed by a single parent. By comparison, the percentage of single parent families for the city of Calgary is 17%. This difference is confirmed by the 1986 Civic Census which shows that there are nearly twice as many single adult households with dependent children in the community than in Calgary as a whole.

Currently there are only two private out-of-school care programs in Albert Park/Radisson Heights with a combined capacity of 24 children. None of the schools in the community provide organized after school programs.

There are two day care centres in Albert Park/Radisson Heights located at 2839 - 12 Avenue S.E. and 39 Radcliffe Crescent S.E. accommodating 158 children.

1.1.3.2 Employment

The high percentage of unemployed is a concern in the Albert Park/Radisson Heights community.

The 1981 Census of Canada figures show a higher rate of unemployment for males and a lower rate for females in the community when compared with the city rates as shown in Figure 6.

Figure 6 - UNEMPLOYMENT RATES

	Albert Park/ Radisson Heights		Calgary	
Age Group	Female	Male	Female	Male
15-24 years old	4.5	7.0	4.7	5.4
25 years and over	2.4	3.1	3.1	2.0

The 1981 Census of Canada showed that a higher proportion of Albert Park/Radisson Heights males compared with males in the total city labour force held jobs in construction, trades and manufacturing occupations while a lower proportion held managerial, administrative and related positions as shown in Figure 7.

The employed females in the community displayed a similar distribution as the females in the city as a whole with the exception of a higher proportion of females in Albert Park/Radisson Heights (21%) employed in service occupations than Calgary females (14%).

Youth (15-24 years old) comprise 23% of the 1986 population of Albert Park/Radisson Heights compared with 17% of the total population of Calgary. With youth unemployment rates in Alberta currently averaging about 5-6 percentage points higher than adult unemployment rates, youth unemployment is potentially a serious problem in the community.

Figure 7 - OCCUPATIONAL GROUPS

	Albert Park/Radisson Hts.				Calgary			
	Male		Female		Male		Female	
Total labour force	2,250		1,400		204,515		143,890	
Occupation - not applicable	5		5		350		855	
All occupations	2,245		1,395		204,165		143,035	
Managerial, administrative and related occupations	170	8%	65	5%	29,730	15%	10,840	7%
Teaching and related occupations	0		15	1%	4,410	2%	6,945	5%
Occupations in medicine and health	15	1%	70	5%	2,535	1%	9,775	7%
Technological, social, religious, artistic and related occupations	165	7%	105	8%	28,340	14%	9,520	7%
Clerical and related occupations	165	7%	585	42%	13,910	7%	62,470	43%
Sales occupations	205	9%	130	9%	20,760	10%	14,625	10%
Service occupations	160	7%	290	21%	17,915	9%	19,645	14%
Primary occupations	80	4%	15	1%	4,745	2%	945	1%
Processing occupations	55	2%	15	1%	4,740	2%	1,110	1%
Machining, product fabricating, assembling and repairing occupations	410	18%	45	3%	21,875	11%	2,765	2%
Construction and trades occupations	460	21%	-		33,070	16%	-	
Transport equipment operating occupations	205	9%	-		11,910	6%	-	
Others	160	7%	60	4%	10,225	5%	4,395	3%
	2,245	100%	1,395	100%	204,165	100%	143,035	100%

Source: 1981 Census of Canada Information by Community District for Calgary.
Table 1. Selected Population, Dwelling, Household and Family Distributions, showing Selected Social and Economic Characteristics 1981
Based on 20% sample data.

1.1.3.3 Income

The residents of Albert Park/Radisson Heights generally have a lower income rate than that of the city population. Between 1976 and 1984 the median income[1] of the community was significantly lower than the city of Calgary level. With a city-wide median index value of 100.0, Albert Park/Radisson Heights' index of median income from 1976 to 1984 was as follows:

1976	93.7	1981	84.7
1977	93.5	1982	78.0
1978	87.9	1983	73.6
1979	86.7	1984	81.9
1980	85.8		

In 1986, 13.5% of the Albert Park/Radisson Heights population (0-64 years of age) received Social Allowance compared with 5.4% of the Calgary population (0-64 years of age). Of the total population of children and youth (0-19 years old) in the community, 20.1% were members of families in receipt of social allowance. In contrast only 7.8% of children and youth in the city of Calgary were members of families dependent on social allowance.

1.1.3.4 Senior Citizens

In 1986, senior citizens (65 years and older) comprised 4.7% of the population of Albert Park/Radisson Heights compared to 6.7% of the overall city population. A higher proportion of the community's seniors (59.9%) than Calgary's seniors (36.5%) received the federal Guaranteed Income Supplement in June 1987.

1.1.3.5 Crime Rate

The community of Albert Park/Radisson Heights has generally higher rates of crime (per 1000 population) than the city as a whole. The following table provides a comparison of crime rates for the community and the city for selected property related offences in 1986.

Figure 8 - 1986 CRIME RATE PER 1000 PERSONS
(Selected Statistics)

Offence	Number	Albert Park/ Radisson Hts	Calgary	Comparison Rate (+/-)
Forgery	60	9.4	1.1	+8.3
Car Prowling/ Theft	140	21.8	13.7	+8.1
Shoplifting	75	11.7	6.2	+5.5
Car Prowling/ Vandalism	81	12.6	7.4	+5.2
Auto Theft	35	5.5	2.2	+3.3
Vandalism	38	5.9	3.0	+2.9
Break & Enter (Home)	57	8.9	6.1	+2.8

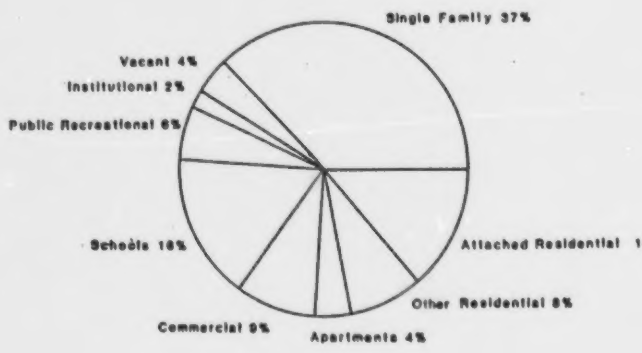
---

[1] This information is based on reported income levels with the city of Calgary median income level of 100. A median falls in the middle of a distribution with an equal number of cases above and below it.

1.1.4 Existing Land Use

The Albert Park/Radisson Heights A.R.P. study area contains approximately 175 gross hectares or 432 gross acres. The distribution of land uses is illustrated in Figure 9.

Figure 9 - LAND USE DISTRIBUTION



Source: Planning & Building Department 1986

1.1.4.1 Residential

- Low Density Residential

  Albert Park/Radisson Heights is primarily a low density residential community, characterized by single-detached (single family), duplex, semi-detached and townhouse dwelling units. These residential uses account for approximately 59% of land use in the community.

- Medium Density Residential (Apartments)

  Apartments in the community constitute 4% of the land use. They are generally four storey, walk-up apartments, and located:

  - adjacent to Memorial Drive;
  - between 16 and 17 Avenues, between Radisson Drive and 36 Street;
  - in the southwest part of the community adjacent to the Bow River escarpment.

1.1.4.2 Commercial

Commercial land uses which make up 9% of the land area are primarily located on the north side of 17 Avenue S.E. between 26 and 36 Streets. These commercial uses include a shopping centre, retail stores, a bank, restaurants, offices, a hotel and automotive services.

Another commercial area (approximately 2 hectares/5 acres) is located at 28 Street and Radcliffe Drive. This area includes offices, restaurants and retail stores.

A vacant site on the west side of 35 Street S.E. between 16 and 17 Avenues is currently used for parking for the 17 Avenue Inn. It is zoned residential and is considered to be a commercial intrusion into a residential area. Its historic use as a parking lot however, ensures its status as a legal, non-conforming use.

There is a retail-office-apartment condominium development located on the southeast corner of 16 Avenue and Radisson Drive S.E. It has eleven storeys which is made up of one retail storey at grade, three office storeys and seven residential storeys with 133 dwelling units. The height is 22 metres (72.5 feet).

1.1.4.3 Open Space, and School Facilities

Open space and school facilities are two of the most significant features of this community. Albert Park/ Radisson Heights is well served with school facilities (Figure 10). There are no school closures anticipated at this time in the community. Open space and schools comprise 22% of the land area in the community. There are six local park/open space sites and six school sites with a total of approximately 24 net* hectares (59 acres), 19.141 hectares (47.30 acres) of which is City-owned. Based on a 1986 population of 6,411 persons, there are approximately 3 hectares (7.4 acres) of open space per 1,000 persons. This is well above the Calgary General Municipal Plan guideline of 1.8 hectares per 1,000 persons.

Three of the school sites (Albert Park Elementary, David D. Oughton Elementary and Holy Family Elementary) are owned by the respective school boards so are not included in the open space calculation.

1.1.4.4 Vacant Land

Approximately 4% of the land use (2 hectares/5 acres) is vacant land. Most of this category consists of a parcel of City-owned land adjacent to the Franklin LRT Station.

1.1.4.5 Park and Ride Site

The Franklin L.R.T. Park & Ride site (2 hectares/ 5 acres) is located at the junction of 28 Street and Radcliffe Drive. It provides 300 parking stalls.

---

* The net area excludes non-functional open space such as building sites, parking areas and visual relief.

Figure 10 - OPEN SPACE AND SCHOOL SITES

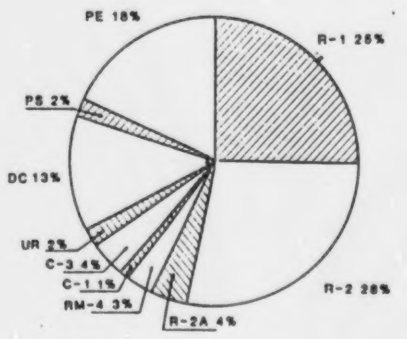
SITE	LOCATION	OWNERSHIP	LAND USE DESIGNATION	SITE AREA		FACILITIES
				GROSS	NET	
Albert Park	2629 - 12 Avenue S.E.	City Reserve	PE	1.174 ha 2.9 acres	1.174 ha 2.9 acres	Tot Lot Recreation Centre Outdoor Rink
Albert Park School	1317 - 27 Street S.E.	Calgary Board of Education	R-2	1.987 ha 4.91 acres	1.607 ha 3.97 acres	Elementary School 3 Baseball Diamonds 2 Soccer Fields
Community Hall	1310 - 28 Street S.E.	City Reserve	PE	0.139 ha 0.34 acres	0.047 ha 0.12 acres	Community Hall
Community Hall Open Space	1306 - 28 Street S.E.	Separate School Board Reserve	PE	1.477 ha 3.65 acres	1.477 ha 3.65 acres	Baseball Diamond
Bishop Kidd School	1420 - 28 Street S.E.	Separate School Board Reserve	PE	2.859 ha 7.06 acres	2.109 ha 5.21 acres	Junior High School

SITE	LOCATION	OWNERSHIP	LAND USE DESIGNATION	SITE AREA GROSS	SITE AREA NET	FACILITIES
David D. Oughton	1511 - 34 Street S.E.	Calgary Board of Education Reserve	R-1	2.573 ha 6.36 acres	1.763 ha 4.36 acres	Elementary School Adventure Playground 3 Baseball Diamonds 2 Soccer Fields
Oughton Reserve	3416 - 16 Avenue S.E.	Calgary Board of Education	PE	0.676 ha 1.67 acres	0.676 ha 1.67 acres	
Oughton Reserve	3345 - 12 Avenue S.E	City Reserve	PE	0.299 ha 0.74 acres	0.299 ha 0.74 acres	Tot Lot
Father Lacombe School	3615 Radcliffe Drive S.E.	Joint-City & Separate School Board. Reserve	PE	3.124 ha 7.72 acres	1.439 ha 3.56 acres	High School
Father Lacombe Park	819 - 36 Street S.E.	City Reserve	PE	3.376 ha 8.34 acres	3.376 ha 8.34 acres	1 Soccer Field 1 Baseball Diamond 4 Tennis Courts Baseball Diamond & Bleachers 2 Soccer Fields Adventure Playground
	819R - 36 Street S.E.	City Reserve	PE	1.744 ha 4.31 acres	1.744 ha 4.31 acres	
	820R - 32 Street S.E.	City Reserve	PE	0.809 ha 2.00 acres	0.809 ha 2.00 acres	
Holy Family School	904 - 32 Street S.E.	Separate School Board	UR	1.619 ha 4.00 acres	1.252 ha 3.09 acres	Elementary School
Radisson Village	27 Radcliffe Crescent S.E.	City Reserve	PE	0.967 ha 2.39 acres	0.967 ha 2.39 acres	
Sir Wilfred Laurier School	819 - 32 Street S.E.	City Reserve	PE	5.225 ha 12.91 acres	4.48 ha 11.07 acres	Junior High School 4 Baseball Diamonds 5 Soccer Fields
Memorial Drive Park	2631 Memorial Drive S.E.	City Reserve	PE	0.41 ha 1.01 acres	0.41 ha 1.01 acres	
28 Street Park	28 Street S.E.	City Reserve	R-1	0.192 ha 0.47 acres	0.192 ha 0.47 acres	
			TOTAL	28.651 ha 70.79 acres	23.821 ha 58.86 acres	

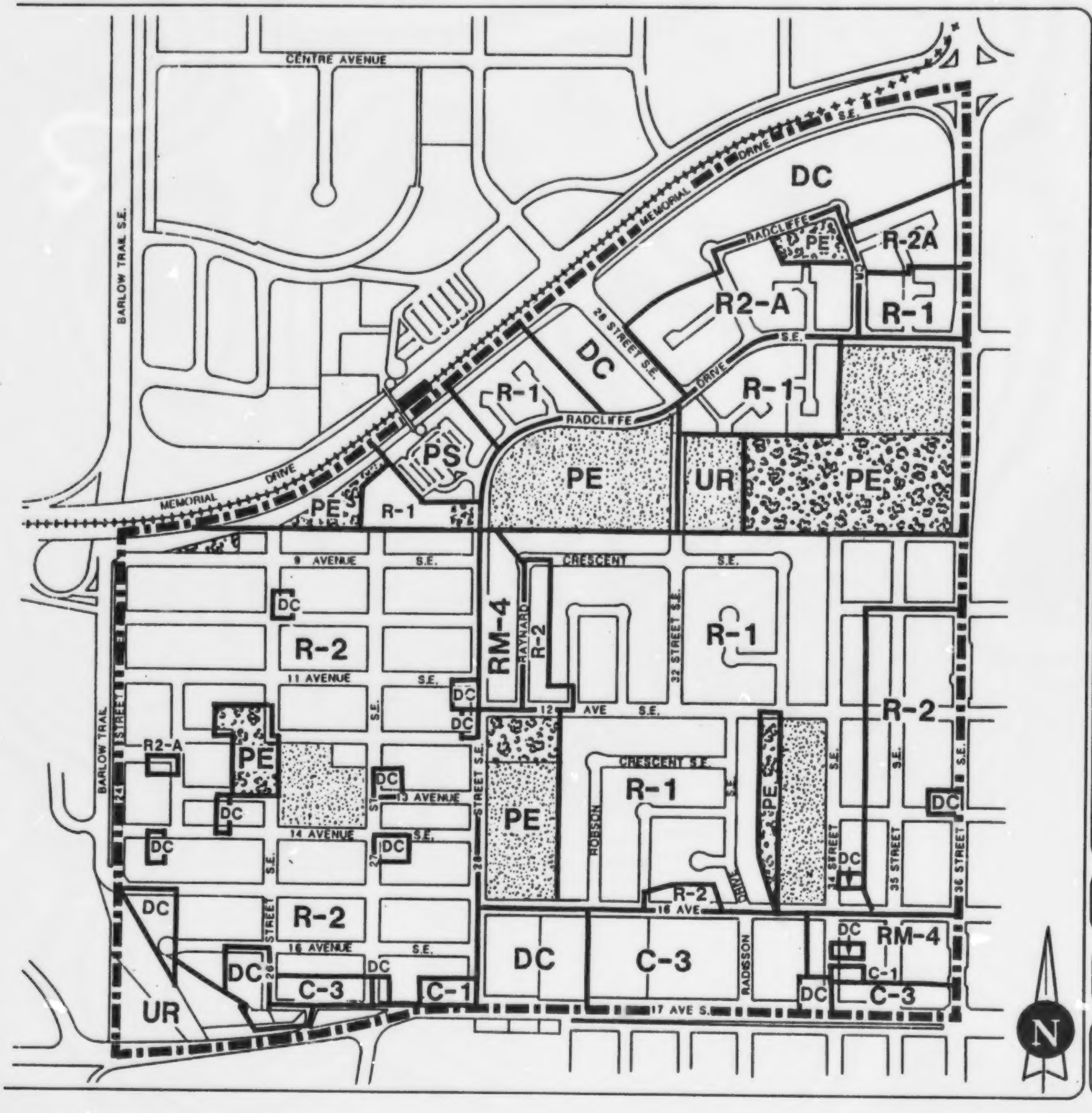
1.1.5 Existing Land Use Districts

Map 2 shows the existing Land Use Designations (zoning) in place at the time of the A.R.P. preparation and Figure 10 shows the percentage of each designation in the Albert Park/Radisson Heights Community.

Figure 11 - EXISTING LAND USE DISTRICTS



Source: Planning & Building Department 1986


CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE S.E.
RADCLIFFE CR.
RADCLIFFE DRIVE S.E.
28 STREET S.E.
9 AVENUE S.E.
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12 AVE S.E.
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17 AVE S.
BARLOW TRAIL
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26 STREET
27 ST
28 STREET
CRESCENT S.E.
RAYNARD
ROBSON CRESCENT S.E.
32 STREET S.E.
RADISSON DRIVE
34 STREET
35 STREET
36 STREET
DC
R-2A
R2-A
R-1
PS
PE
UR
R-2
RM-4
C-3
C-1
N

**ALBERT PARK/
RADISSON
HEIGHTS**

**MAP
2**

TITLE:

**EXISTING
LAND USE DISTRICT**

LEGEND

▬ • ▬	STUDY AREA BOUNDARY
▨	OPEN SPACE
▒	SCHOOL
R - 1	RESIDENTIAL SINGLE - DETACHED DISTRICT
R - 2 R - 2A	RESIDENTIAL LOW DENSITY DISTRICT
RM - 4	RESIDENTIAL MEDIUM DENSITY MULTY - DWELLING DISTRICT
C - 1	LOCAL COMMERCIAL DISTRICT
C - 3	GENERAL COMMERCIAL DISTRICT
PE	PUBLIC PARK, SCHOOL AND RECREATION DISTRICT
PS	PUBLIC SERVICE DISTRICT
UR	URBAN RESERVE DISTRICT
DC	DIRECT CONTROL DISTRICT

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

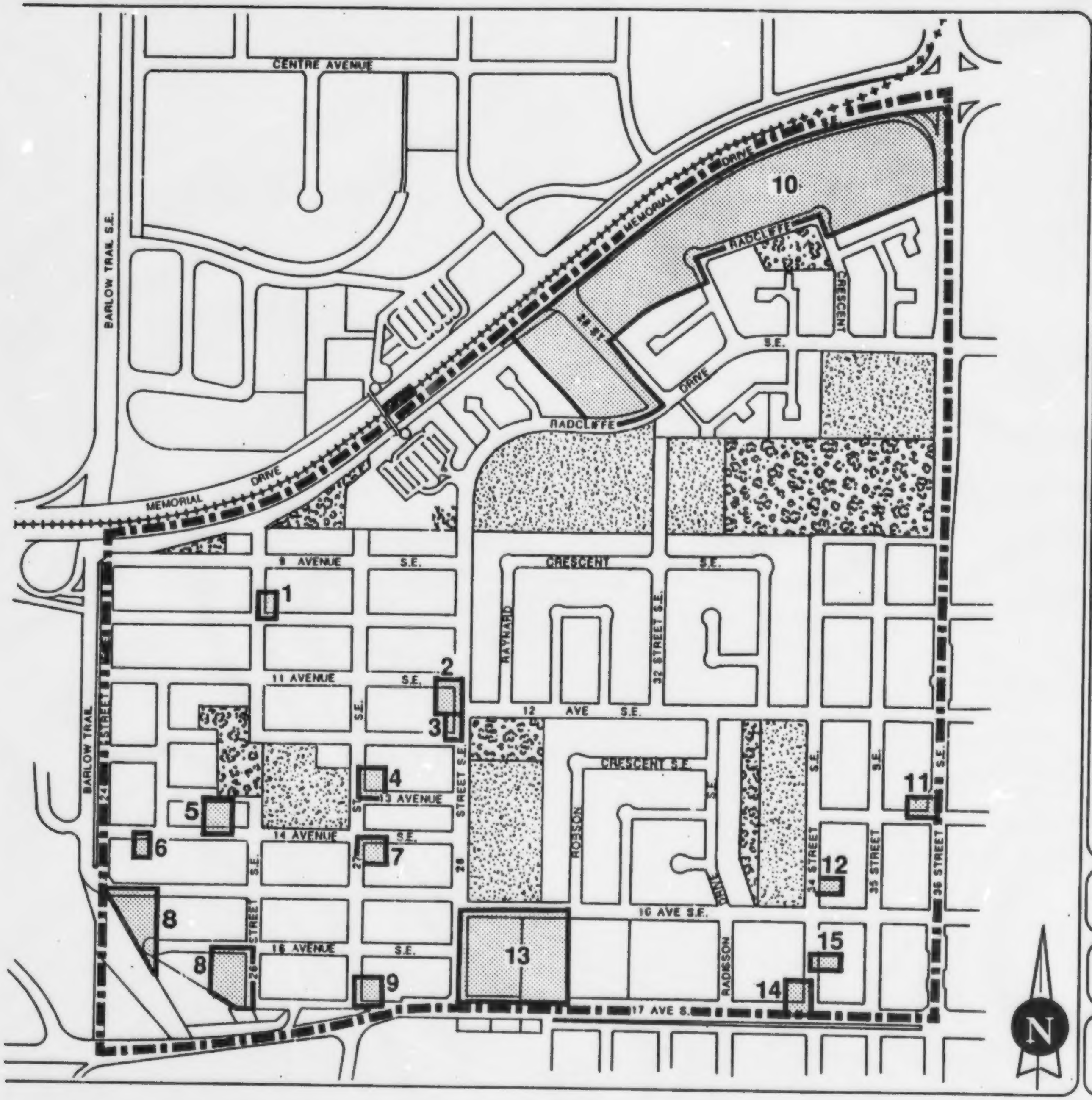
0 1/4 mile
0 400 meters

1.1.6 Existing Direct Control District Sites

Figure 12 and Map 3 identifies those sites designated DC which comprise approximately 13% of the land area. These sites have all been developed according to the approved development guidelines except for a private club at 2839 - 11 Avenue S.E. (By-law 8269) and the Forest Lane Shopping Centre at 3012 - 17 Avenue S.E. (By-law 187).

Figure 12 - DIRECT CONTROL DISTRICT SITES (Refer to Location on Map 3)

SITE NUMBER	BY-LAW NO.	DATE OF APPROVAL	ADDRESS	APPROVED USE	DEVELOPED TO ALL DC GUIDELINES
1.	8238	71/06/07	2704 - 10 Avenue S.E.	3 Unit Apartment	Yes
2.	8269	71/07/26	1237 - 28 Street S.E.	Private Club	No (excluding paving & shrubs)
3.	89Z82	82/05/10	2848 - 12 Avenue S.E.	Triplex	Yes
4.	483	76/11/8	2804 - 13 Avenue S.E.	7 Unit Townhouse	Yes
5.	26Z80	80/05/13	2620 - 14 Avenue S.E.	6 Unit Townhouse	Not Developed
6.	485	76/11/9	2513 - 14 Avenue S.E.	3 Unit Townhouse	Yes
7.	774	78/11/6	2801 - 14 Avenue S.E.	2-6 Unit Apartment	No (less 4 parking stalls)
8.	348	75/11/10	2611 - 15 Avenue S.E. 2623 - 16 Avenue S.E.	Seniors Housing	Yes
9.	399	76/05/10	2806 - 17 Avenue S.E.	Frozen Food Locker	Yes
10.	384	76/03/08	40 & 44 Radcliffe Crescent S.E.	Multi-Family Dwelling & Local Commercial	Yes
11.	624	77/11/15	1339 - 36 Street S.E.	4 Unit Townhouse	Yes
12.	367	75/12/8	1524, 1528 & 1530 - 34 Street S.E.	Single or Two Family Dwellings	Yes
13.	187	74/04/8	3012 & 3072 - 17 Avenue S.E.	Neighbourhood Shopping Centre	No (incomplete parking areas)
14.	234	74/08/12	3460 - 17 Avenue S.E.	Local Commercial Shopping Centre	Yes
15.	7281	81/01/19	1718 - 34 Street S.E.	Residential uses under RM-4 and non-medical office uses in the existing residential structure.	No (parking not screened)


CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE
MEMORIAL DRIVE
RADCLIFFE
RADCLIFFE
28 ST
DRIVE
S.E.
CRESCENT
10
9 AVENUE S.E.
11 AVENUE S.E.
12 AVE S.E.
RAYNARD
CRESCENT S.E.
32 STREET S.E.
ROBSON
CRESCENT S.E.
13 AVENUE
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RADISSON
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S.E.
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36 STREET S.E.
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ALBERT PARK/
RADISSON
HEIGHTS

MAP
3

TITLE:

DIRECT CONTROL DISTRICT SITES

LEGEND

▬ ▪ ▬ STUDY AREA BOUNDARY

▨ OPEN SPACE

▨ SCHOOL

1-15 DIRECT CONTROL SITES (REFER TO FIGURE 12)

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

1.1.7 Existing Transportation System

1.1.7.1 Introduction

The street system within the Albert Park/Radisson Heights Community Plan area incorporates several types of roadways with separate functions and particular standards. The community is bordered on the north by Memorial Drive, which is an expressway and by 36 Street and 17 Avenue on the east and south respectively - both major roadways (see Map 7). Barlow Trail on the west functions as a major road. These perimeter roads are intended to provide optimum capacity for through traffic within East Calgary as well as travel to Downtown and cross-town destinations.

Within the interior of the community is a network of primary collector and collector roads which function as main access routes to the community and distribute traffic to local residential streets.

1.1.7.2 Transit Service

The community has adequate transit service; an L.R.T. station is located in the north of the community, a feeder bus route (#26) connects the central part of the community to the L.R.T. station and route 1 on 17 Avenue S.E. caters to patrons in the south part of the community.

1.2 Issues and Concerns

1.2.1 Neighbourhood Conservation

Conservation and stabilization of the existing low density neighbourhood character is a major objective of this planning process. Many residents consider the area to be a very desirable place to live because of the ample provision of schools and open space, the proximity to Downtown, to shopping facilities, to employment opportunities and to major access routes into and out of the City. In addition, the slopes and the Bow River escarpment provide good views of the Downtown, the Bow River valley and the mountains.

1.2.2 Land Use Considerations

1.2.2.1 Residential

Throughout the planning process, residents have expressed the desire to have their community protected and stabilized as a low density residential area. Specific problems are:

- the decline of the visual appearance of the community as evidenced by inadequate property maintenance of some dwellings and properties as well as by weeds and garbage in lanes;
- the prevalence of illegal dwelling units particularly fourplexes, in that part of the community west of 28 Street. These dwelling units are perceived by residents as having insufficient on-site parking spaces and garbage receptacles which makes parking on the street and maintaining a good visual appearance in their vicinity, severe problems;
- the increase in the number of rental units in the community and the parallel increase in absentee ownership of dwellings. Residents have requested that land use changes be implemented to encourage the construction of single family dwellings when redevelopment occurs;
- the redevelopment of dwelling units that are incompatible with existing dwellings on the block. Residents have identified examples of inappropriate small lot (25 foot) infill and standard lot (50 foot) infill developments (e.g. 2716 - 12 Avenue S.E.);
- the multi-family dwellings on Raynard Crescent, that are poorly maintained, are in an inappropriate location, and bring excessive traffic into the heart of the community;

- in the vicinity of the private club at 1237 - 28 Street, there are problems with people who abuse the surrounding residential properties by parking in front of driveways, throwing beer cans on the neighbouring lawns and streets, and partying into the "wee" hours of the morning. In addition, the site has never been developed to the approved DC guidelines regarding parking and landscaping;

- the intrusion of commercial land uses into the residential area and the separation of commercial and residential traffic;

- there are complaints that people in the vicinity of the 17 Avenue Inn (the old Forest Lawn Hotel - 3608 - 17 Avenue S.E.) are "noisy and rowdy", use foul language and cause damage to dwellings and property. At the conclusion of a series of block meetings with residents of the adjoining apartments and dwelling units, they requested the adoption of the following measures to address the problem:

    - close the north-south lane at the south end between 34 and 35 Streets and between 35 and 36 Streets;

    - complete the partial closure of 35 Street between 16 and 17 Avenues directly north of the east-west lane;

    - review the conditions of the licenses granted to this hotel by the City of Calgary and the Alberta Liquor Control Board;

    - postpone any upgrading of the building and property until this problem of the hotel has been addressed to the satisfaction of residents and property owners in the vicinity. (Further information will be found under the commercial sections).

1.2.2.2 Commercial

- Business people are concerned about the poor image of the 17th Avenue commercial area, characterized by inadequate landscaping and building maintenance.

- Some businesses are concerned that traffic reduction measures in the residential area will reduce the traffic to their business.

- Some property owners on the west side of 36 Street between 16 and 17 Avenues have requested a change in land use to permit commercial land uses.

- The Forest Lane Shopping Centre has parking and landscaping requirements attached to the land use approval that have not been complied with.

1.2.2.3 Open Space, and School Facilities

It is generally felt that the amount of open space provided in the community is satisfactory. In a Needs and Preference Study residents have identified the following concerns: the lack of passive park areas (tree shade, benches, tables and garbage receptacles), the need to redistribute playground equipment and to upgrade the existing parks.

Although school closures are not anticipated in the near future, the disposal of the David D. Oughton school site for other than open space purposes would adversely affect park distribution in the south-east section of the community. Further, the 400 metre walking distance to a school could not be met in this portion of the community.

1.2.3 Transportation

1.2.3.1 Shortcutting of Traffic

Transportation and traffic related problems have been a major concern of residents for many years. These concerns relate primarily to the shortcutting of non-local through traffic on residential streets, and residential parking. This shortcutting problem is rooted in the accumulation of a number of historic decisions related to the roads which serve this community. These decisions include:

- the discontinuance of the Barlow Trail connection to Blackfoot Trail and 17 Avenue S.E.;
- the traffic flow restrictions on 36th Street S.E.;
- the physical layout of streets in the community; and
- the approval of sites for development adjacent to the community.

Three routes through the residential community have been identified (Map 7) as primary shortcutting routes:

a) A north-south route begins at Barlow Trail (south of Memorial Drive) and follows 15 Avenue and 28 Street to 17 Avenue. The Transportation Department estimates that of the existing 6,500 to 6,800 vehicles per day (v.p.d.) using this route, approximately 2,000 - 3,000 v.p.d. comprise non-local shortcutting trips.

b) A second north-south route begins at Memorial Drive and uses 28 Street to connect to 17 Avenue. Of the approximately 7,000 to 9,000 v.p.d. on 28 Street north of 15 Avenue, approximately 1,500 to 2,000 are estimated to be shortcutting traffic.

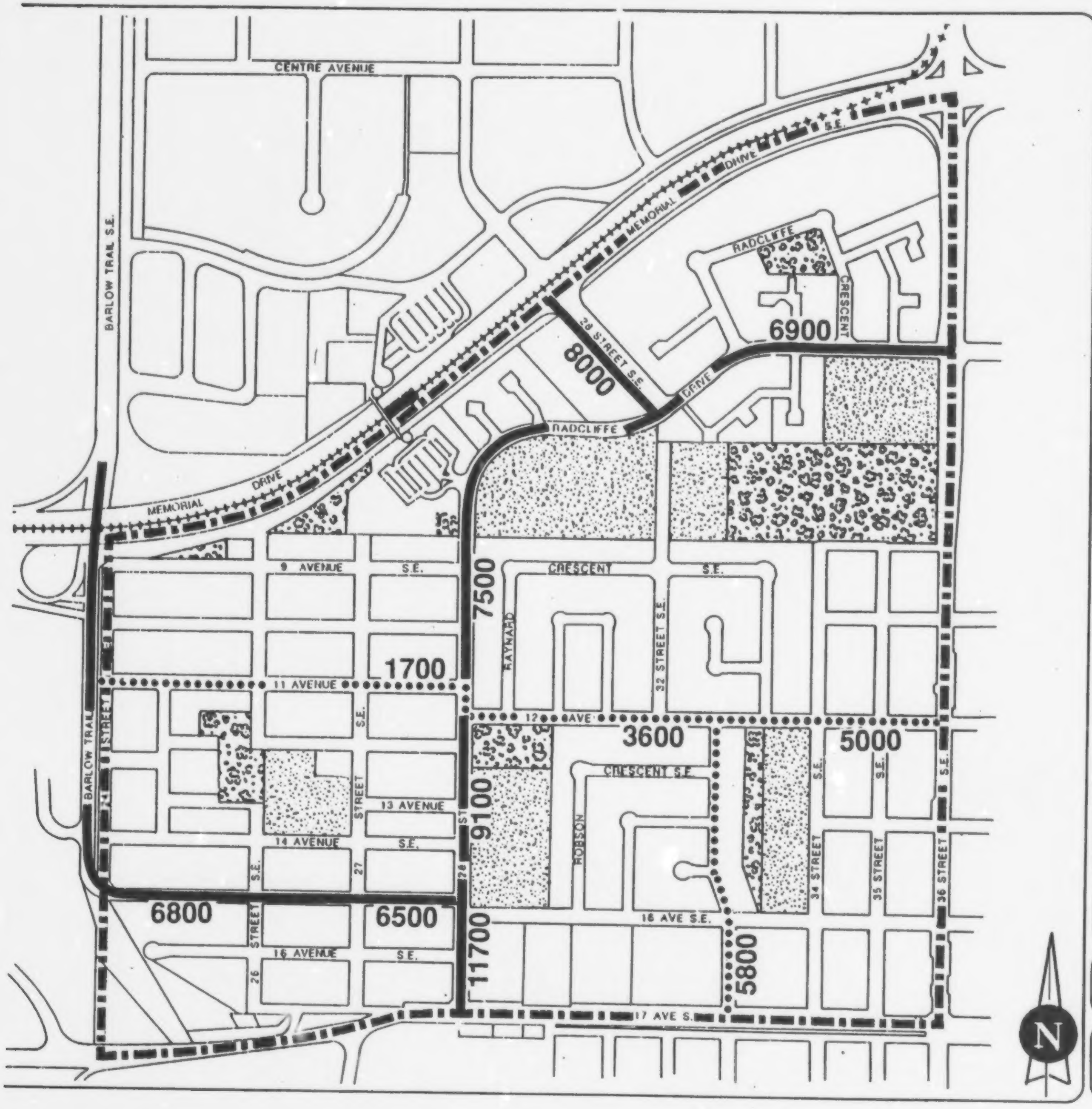
c) An east-west route begins at Barlow Trail and follows 11 and 12 Avenues to connect to 36 Street. The shortcutting component is estimated at 500 - 1,000 v.p.d. There is evidence that the existing traffic signals at the intersection of 36 Street and 12 Avenue S.E. are attracting through traffic into the community from Forest Lawn.

1.2.3.2 Parking

Residents also have raised concerns about a shortage of residential parking in the area west of 28 Street caused by what is thought to be a large percentage of multi-dwelling units. Residents in the vicinity of Father Lacombe High School and the Max Bell Arena have identified that access and egress from their driveways and parking in front of their properties is a problem when the school is in use or the arena is filled near capacity.

1.2.3.3 Safety

Concerns have been raised regarding safety on 28 Street between 12 and 15 Avenues. The location of the Community Centre, a junior high school and day care on this section of road that has considerable slope makes crossing this road a concern especially during winter conditions.


CENTRE AVENUE
BARLOW TRAIL S.E.
MEMORIAL DRIVE S.E.
RADCLIFFE CRESCENT
6900
28 STREET S.E.
8000
RADCLIFFE DRIVE
9 AVENUE S.E.
CRESCENT S.E.
RAYNARD
32 STREET S.E.
7500
1700
11 AVENUE
12 AVE
3600
5000
BARLOW TRAIL
24 STREET
S.E.
STREET
13 AVENUE
CRESCENT S.E.
ROBSON
9100
14 AVENUE S.E.
27
28 ST
34 STREET S.E.
35 STREET S.E.
36 STREET S.E.
6800
6500
16 AVE S.E.
5800
16 AVENUE S.E.
26 STREET
11700
17 AVE S.
N

ALBERT PARK/ RADISSON HEIGHTS

MAP
4

TITLE:

TRAFFICSHORTCUTTING ROUTE

LEGEND

■·■·■	STUDY AREA BOUNDARY
▨	OPEN SPACE
▨	SCHOOL
━━━	PRIMARY SHORTCUT ROUTE
••••••	SECONDARY SHORTCUT ROUTE
9100	VEHICLE TRIPS PER DAY (1986 TRAFFIC VOLUMES)

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

1.2.3.4 Bus Routes

A further problem raised by residents is related to the operation of the bus route (Route 26) on 11 Avenue between 26 and 27 Streets. The roadway carriageway in this block is 34 feet, 2 feet narrower than the adjacent blocks. This condition, combined with the on-street parking on both sides of the roadway, makes meeting oncoming buses and vehicles hazardous, particularly in winter time when the roadway is icy or snow covered.

1.2.3.5 Traffic Noise and Air Quality

Residents identified acceleration noise from trucks, buses and cars on 28 Street as a problem particularly where residences front on the street. They have requested a review by Calgary Transit to determine the feasibility of using smaller, quieter buses on this route. Residents also identified an air pollution problem in the vicinity of the eastbound Memorial Drive ramp at Barlow Trail, resulting from diesel trucks having to stop at the Barlow Trail intersection.

1.3 Policy Direction

1.3.1 The Calgary General Municipal Plan (1978)

The Albert Park/Radisson Heights Community is identified as an inner suburban community in the "General Plan" with the following policy guidelines:

> "It is particularly important that the character and integrity of the inner suburbs be protected. For the most part the inner suburbs are stable areas having a housing stock in good condition. Unwarranted intrusions of inappropriate land uses into these areas should be prevented wherever possible.
>
> In specific instances where there may be justification for some change in land use policy, such a change should be investigated through appropriate planning processes such as the area redevelopment plan process." (3.3.61)
>
> "Area redevelopment plans for developed areas should:
>
> evaluate the appropriateness of the existing traffic system to a local district, and ensure the separation of high-speed through traffic from local internal traffic," (3.4.27)

1.3.2 Forest Lawn Design Brief (1975)

The Forest Lawn Design Brief identified land use, open space, and transportation policies for a number of communities in the greater Forest Lawn area one of which was Albert Park/Radisson Heights. Policies included:

- maintaining Albert Park/Radisson Heights as a low to medium density family residential area;
- ensuring medium densities (90 p.p.a.* with a height limit to 28 feet) be restricted to the transition zone (between 16 and 17 Avenues);
- closing roads adjacent to 28 Street and 36 Street for open space purposes;
- classifying 28 Street, 16 Avenue and Radisson Drive south of 16 Avenue as collector roads with the balance designated as local roads.

1.3.3 17th Avenue S.E. Functional Planning Report (Calts Series 35)

This functional planning report, approved by Council in 1976, outlined a two stage set of improvements to 17 Avenue S.E. The first stage of improvements has already been implemented and included road closures for parking, construction of left turn bays and medians, the removal of power poles.

1.3.4 Residential Parking Zones

City Council has a residential parking restriction policy that has estabiished the criteria for those neighbourhoods experiencing on-street parking problems. The criteria are:

a) The development in question (e.g. Father Lacombe High School or the Max Bell Arena) must generate more than 5,000 vehicle trips per day.

b) The area experiencing parking problems is at least ten city blocks or forty block faces.

---

* 90 p.p.a. currently translates into the RM-4 (Medium Density Multi-Dwelling) district.

2.0 BACKGROUND TO RECOMMENDED POLICIES

2.1 Residential Land Use

2.1.1 General Residential Land Use Policies

The residential land use policies presented in this Plan are intended to achieve a variety of objectives as outlined below:

- To Provide for a Variety of Housing Types

  It is important to ensure that there are a variety of housing options available in the community. The provision of areas zoned R-1, R-2, R-2A, RM-4, C-3(23) and C-3(27) allow for the development of single-detached homes, duplexes, infill housing, townhousing and apartments. By providing these opportunities, it is hoped that a suitable living situation can be found by everyone wishing to live in the community.

- To Encourage Stability

  The R-1, R-2 and R-2A districts provide for a stable low density environment. These designations along with other measures (a community identification program - see Section 2.6) will encourage physical and environmental improvements and community stability. While maintaining the existing low density residential uses, this Plan also recommends selective down-zonings to reflect the existing residential uses.

- To Encourage Compatibility

  It is important that the relationship between existing detached and semi-detached dwellings and infill developments, between residential and commercial uses and between the "new" and the "old" be handled as sensitively as possible. The inclusion of development guidelines and special land use rules would encourage this compatibility.

2.1.2 Specific Residential Land Use Policies

- Residential Single-Detached (R-1)

A large R-1 area in the community is bounded by 28 Street, 16 Avenue, 34 Street and Raynard Crescent. Small pockets of R-1 exist in the vicinity of Radcliffe Road, Radcliffe Place and Radley Way. These areas are stable and will retain their R-1 designations.

The lots on the west side of Raynard Crescent and the east side of 28 Street north of 12 Avenue with single family dwellings are proposed for redesignation from RM-4 and R-2 to R-1 because they contain single family dwellings and are surrounded by single family dwellings.

- Residential Low Density (R-2 & R-2A)

The retention of existing R-2 and R-2A Districts throughout the area provides for the opportunity to maintain stability in the community. This district allows for the retention of single family dwellings, conversion of existing single family dwellings to two family dwellings, duplexes and 7.5 metre (25 foot) lot infill development. To ensure compatibility of proposed infill development with existing dwellings, use of the Infill Housing Guidelines for Established Communities (1988) is recommended. The guidelines would be applied by the Approving Authority in the review of development permit applications for infill development.

Lots on Raynard Crescent with two family dwellings are proposed for redesignation from RM-4 to R-2 to conform to the low density surrounding uses.

All of 36 Street is zoned R-2 with the exception of the 900 block which is zoned R-1. The land use is to be redesignated from R-1 to R-2 as most of the block has been converted to two family dwellings.

Mike's Welding Shop (11 Avenue and 24 Street) will continue to be a non-conforming use.

- Medium Density Policy (RM-4)

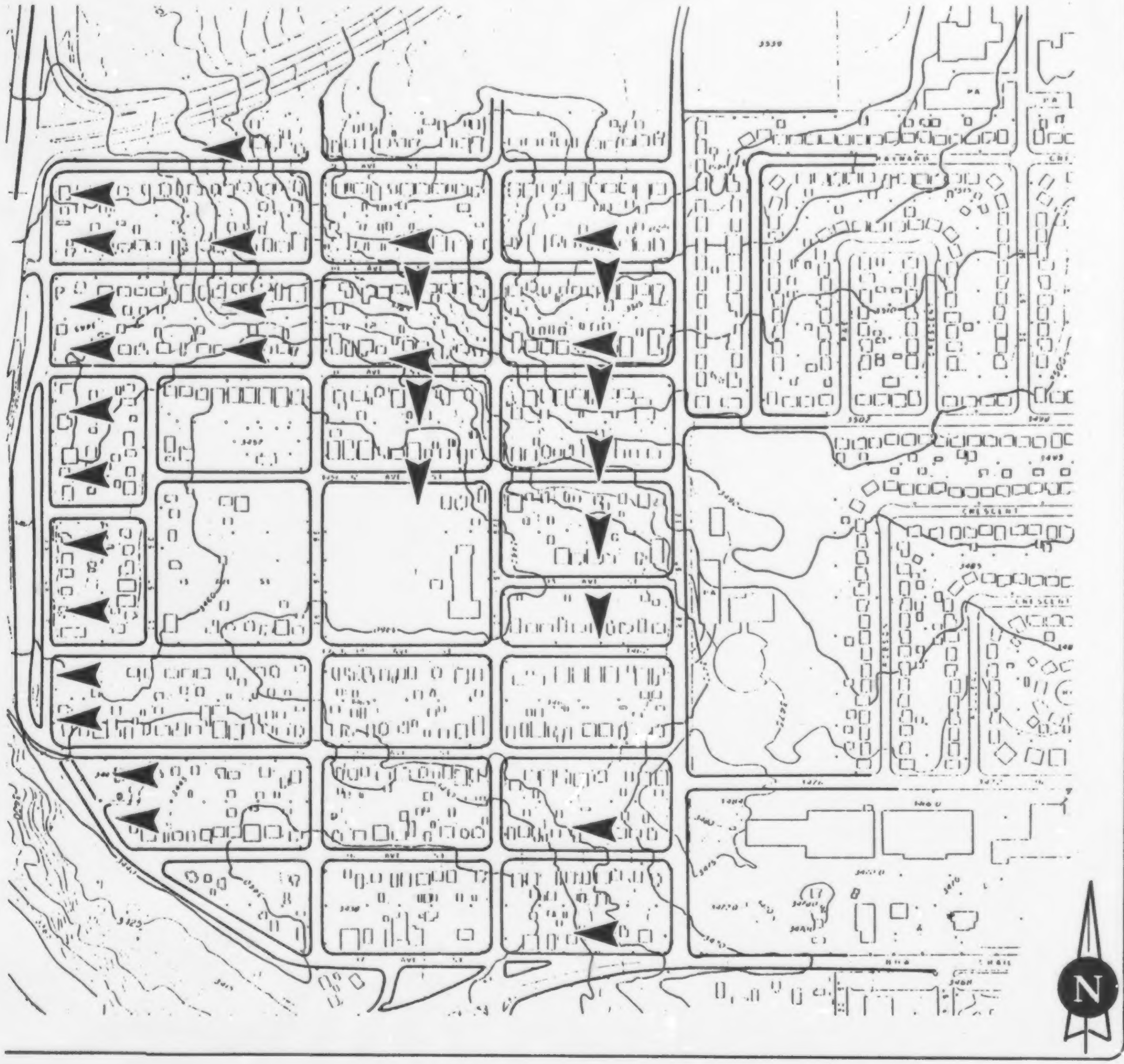
  This plan will retain the majority of the existing RM-4 medium density districts which typically provides for apartment forms of development of up to 148 units/ha (60 units/acre). However, development of a wider variety of housing forms, such as triplexes, fourplexes and townhouses, in combination with specific guidelines is also encouraged in this area. Those lots on Raynard Crescent with four and five unit residential buildings are proposed for redesignation to Direct Control (DC) for the existing use only.

- Vacant Lot (1715, 1719, 1723 - 35 Street)

  This vacant parcel on the west side of 35 Street is presently used for parking for the 17 Avenue Inn. It is a commercial intrusion into a residential area but the historic use of the site for parking (prior to annexation) will permit it to remain a legal but non-conforming use. It will be redesignated to permit residential uses and parking for the hotel.

- Views

  Albert Park/Radisson Heights provides excellent views of the Bow River escarpment, the Downtown and the mountains. Map 5 identifies those locations in the community where views from street level are significant. The Approving Authority should take these potential views into consideration when approving development permits for residential development in this part of the community.



ALBERT PARK/ RADISSON HEIGHTS

MAP 5

TITLE:

VIEWPOINT LOCATIONS

LEGEND

▲ VIEWPOINT FROM STREET LEVEL

DATE:

MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0	400'	800'
0	122 meters	244 meters

2.2 Commercial Land Use

The intent of the local commercial, general commercial and shopping centre commercial policies is to establish the nature and boundaries of commercial areas, and the interface between commercial and other land uses, while encouraging the provision of a range of local and general commercial uses. It is anticipated that the general commercial uses would serve not only the needs of the immediate neighbourhood, but of the regional areas as well. These policies will provide the basis for the stabilization and revitalization of the community's commercial areas.

- Local Commercial (C-1)

  The site located on the corner of 17 Avenue and 28 Street S.E. (occupied by a restaurant) is reaffirmed as C-1.

- General Commercial - C-3(23)

  Currently zoned C-3 portions of 17 Avenue S.E. will be redesignated to C-3(23), C-3(27) and DC to provide for a wide range of retail, office and residential development up to a maximum density of 3.0 F.A.R. and a maximum height of 23 metres (75 feet), 27 metres (87 feet) and 33 metres (108 feet). These properties have not developed to anywhere near the maximum potential of the C-3 district. However, general commercial uses are still appropriate in this area due to their location along a major thoroughfare.

  Building and site development guidelines and a reduction in the maximum allowable height to 23 metres (75 feet), 27 metres (87 feet) and 33 metres (108 feet) under the C-3 district will be applied to 17 Avenue S.E. This will ensure more compatibility between future commercial development and the adjacent RM-4 residential development which has a maximum allowable height of 9 metres (30 feet) at the eaveline and the adjacent R-1 and R-2 which has a maximum allowable height of 10 metres (33 feet). A reduction in height to 23 metres (75 feet), 27 metres (87 feet) and 33 metres (108 feet) would eliminate a potential wall effect of future C-3 commercial development, prevent potential shadow casting on the north side of 17 Avenue S.E. and be closer in scale to the adjacent R-1, R-2 and RM-4 residential development.

- Shopping Centre Commercial (C-5)

  The plan proposes to change the land use districts on the Forest Lane Shopping Centre (3012 - 17 Avenue S.E.) and the Co-op Shopping Centre (3330 - 17 Avenue S.E.) from DC and C-3 to allow the community shopping centre policy on these sites. Not only do they meet the site requirements for community size shopping centres, but the maximum height of C-5, which is 15 metres (49 feet) for the retail portion and 18 metres (57 feet) for the office portion, would conform to height reduction measures proposed for other parts of 17 Avenue.

- ## Special Commercial Districts

The proposed land use for the twelve vacant lots in the 2800 block on 17 Avenue is a modified local commercial, permitting only community oriented low traffic generator type uses. This special DC district is recommended because of the access restrictions for these properties on 17 Avenue S.E. These uses include: offices, personal service businesses, specialty retail stores, veterinary clinics, hardware and paint stores, restaurants and car washes.

On the west side of 36 Street between 16 and 17 Avenues, a modified local commercial use (DC [C-1]) prohibiting automotive type uses is proposed. This proposed use would function as a transition zone between the more intensive commercial uses on 17 Avenue and the low density residential uses (R-2) north of 16 Avenue.

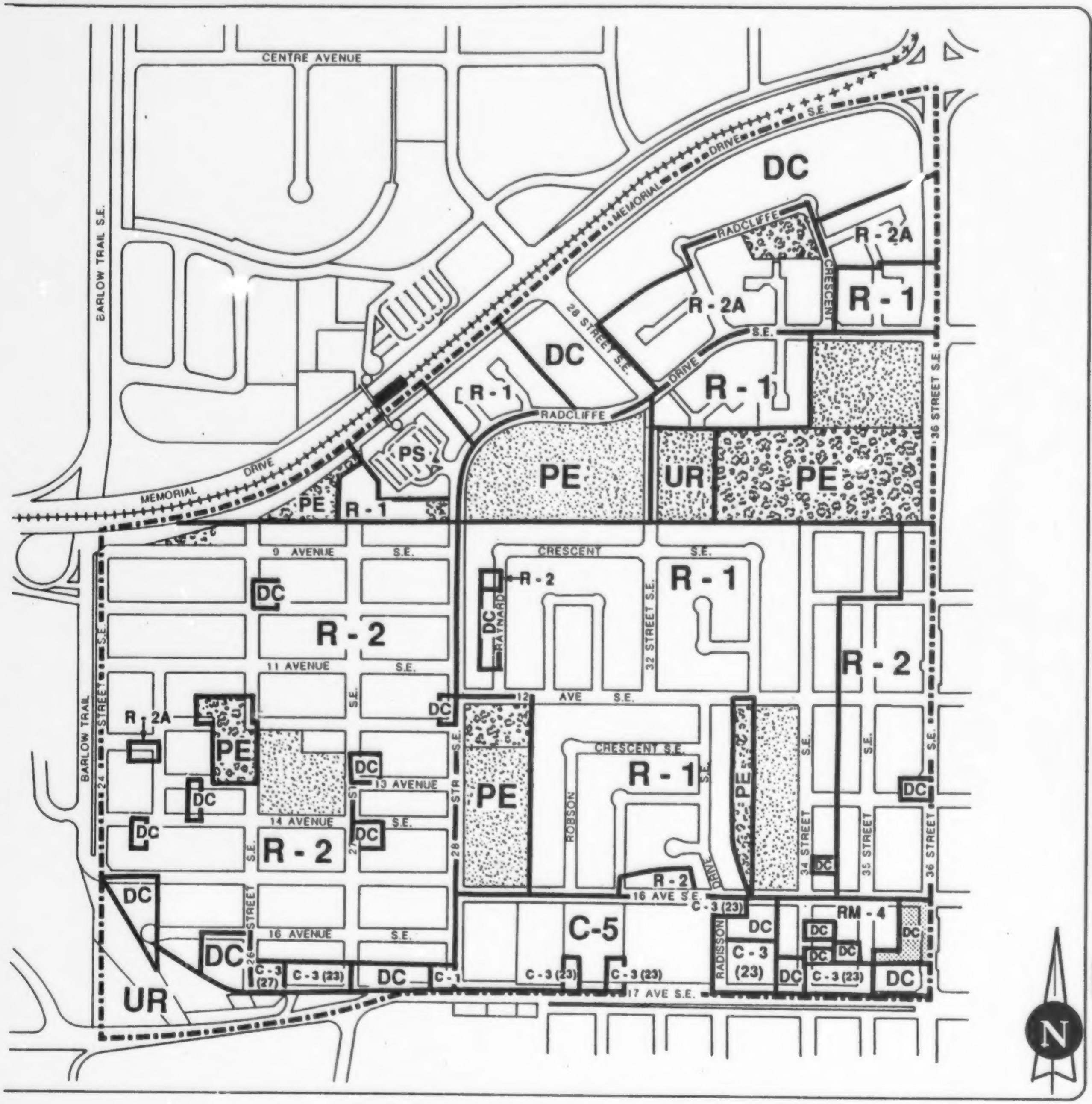
To reduce the maximum height of future development on the 17 Avenue Inn site (3608 - 17 Avenue S.E.), a special DC District is proposed that would allow the development of either office use or a hotel use on the site with a height limit. The base land use designation would be C-3 (General Commercial) and if a hotel use was proposed, it would have a 33 metre (108 feet) height limit and special built form guidelines. The special height limit and the special built form guidelines would safeguard sunlight and privacy for properties to the north while accommodating the particular design requirements for hotels.

If office or other land uses of the C-3 (General Commercial) District are proposed, then the development should have a height limit of 23 metres (75 feet). The existing hotel site includes Lots 7 and 40, Block 1, Plan 3551 GR and Lot A and Lots 6-11 of Block 1, Plan 5498T.

If the lane to the south of Lot 8, Block 1, Plan 3551 GR is closed and, along with Lot 8, incorporated into the hotel site, it should have the same land use designation as the hotel site.

2.3 Proposed Land Use Districts

A limited number of redesignations to the community land use districts will occur to provide more compatibility between land uses. The resultant Land Use Districts for Albert Park/ Radisson Heights are shown on Map 6.


CENTRE AVENUE
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28 STREET S.E.
RADCLIFFE DRIVE
RADCLIFFE CRESCENT
36 STREET S.E.
9 AVENUE S.E.
11 AVENUE S.E.
12 AVE S.E.
13 AVENUE
14 AVENUE S.E.
16 AVENUE S.E.
16 AVE S.E.
17 AVE S.E.
24 STREET S.E.
26 STREET
27 ST S.E.
28 STR S.E.
32 STREET S.E.
34 STREET S.E.
35 STREET S.E.
36 STREET S.E.
BARLOW TRAIL
CRESCENT S.E.
RAYNARD
ROBSON CRESCENT S.E.
RADISSON DRIVE
DC
R - 2A
R - 1
PS
PE
UR
R - 2
RM - 4
C - 3 (23)
C - 3 (27)
C - 3
C - 1
C-5
N

ALBERT PARK/ RADISSON HEIGHTS

MAP 6

TITLE:
PROPOSED LAND USE DISTRICT

LEGEND

▬ ▪ ▬ ▪	STUDY AREA BOUNDARY
▨	OPEN SPACE
░	SCHOOL
R - 1	RESIDENTIAL SINGLE - DETACHED DISTRICT
R - 2 R - 2A	RESIDENTIAL LOW DENSITY DISTRICT
RM - 4	RESIDENTIAL MEDIUM DENSITY MULTY - DWELLING DISTRICT
C - 1	LOCAL COMMERCIAL DISTRICT
C - 3	GENERAL COMMERCIAL DISTRICT
C - 3 (23)	GENERAL COMMERCIAL DISTRICT
C - 3 (27)	SHOPPING CENTRE DISTRICT
C-5	SHOPPING CENTRE DISTRICT
PE	PUBLIC PARK, SCHOOL AND RECREATION DISTRICT
PS	PUBLIC SERVICE DISTRICT
UR	URBAN RESERVE DISTRICT
DC	DIRECT CONTROL DISTRICT
░	TRANSITION ZONES

DATE: **MAY 1989**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 400 meters

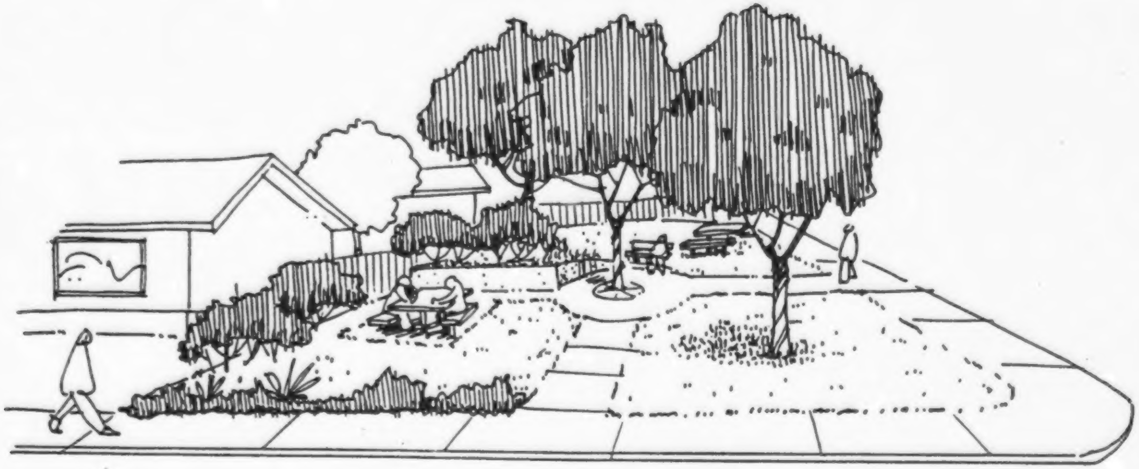
2.4 Open Space and Schools

Albert Park/Radisson Heights residents have adequate open space for their recreational needs, according to City guidelines. However, the acquisition of a portion of the David D. Oughton School site, if it were to be closed and sold for non-open space purposes, would be required to maintain an equitable distribution of open space in the southeast part of the community.

Possible park improvements are outlined below and the Plan encourages the involvement of residents living in the vicinity of each park in the design.

- Radcliffe Crescent Park (27 Radcliffe Crescent) S.E.
    - irrigation
    - passive recreation area (tables, benches, garbage receptacles) (Figure 13)
    - tree planting
    - playground equipment and bicycle rack
    - multi-use court
    - signage
- Albert Park (2629 - 12 Avenue S.E.)
    - irrigation
    - remove existing curb and gutter and street foundations
    - passive recreation area (tables, benches, garbage receptacles and tree shade)
    - re-arrange playground equipment
    - tree planting
    - signage
- Community Hall Park (1310 - 28 Street S.E.)
    - irrigation
    - relocate the ball diamond, shade the infield and add bleachers and back stop
    - passive recreation area (benches, tables, garbage receptacles and tree shade)
    - tree planting
    - signage
- Father Lacombe Park (819 - 36 Street S.E.)
    - irrigation
    - passive recreation area (benches, tables, garbage receptacles and tree shade)
    - tree planting
    - signage
- David D. Oughton Park (3345 - 12 Avenue S.E.)
    - upgrading the P.E. portion of the site with a passive recreation area (tree shade, benches, tables and garbage receptacles)
    - improvements to existing tot lot equipment.

Figure 13 - PASSIVE PARK CONCEPT



2.5 Transportation

This Plan addresses solutions to the traffic shortcutting problem and a number of other transportation related concerns.

2.5.1 Improvements to the Shortcutting of Traffic Problem

The proposed transportation improvements include:

- adjustments to the traffic signals on 17 Avenue S.E. and 36 Street S.E.;
- interim improvements to 36 Street S.E. (parking restriction and intersection re-alignment) until a four lane divided road can be constructed between 8 Avenue and 17 Avenue; and
- lane reduction measures on Barlow Trail S.E. and 28 Street S.E. and associated measures.

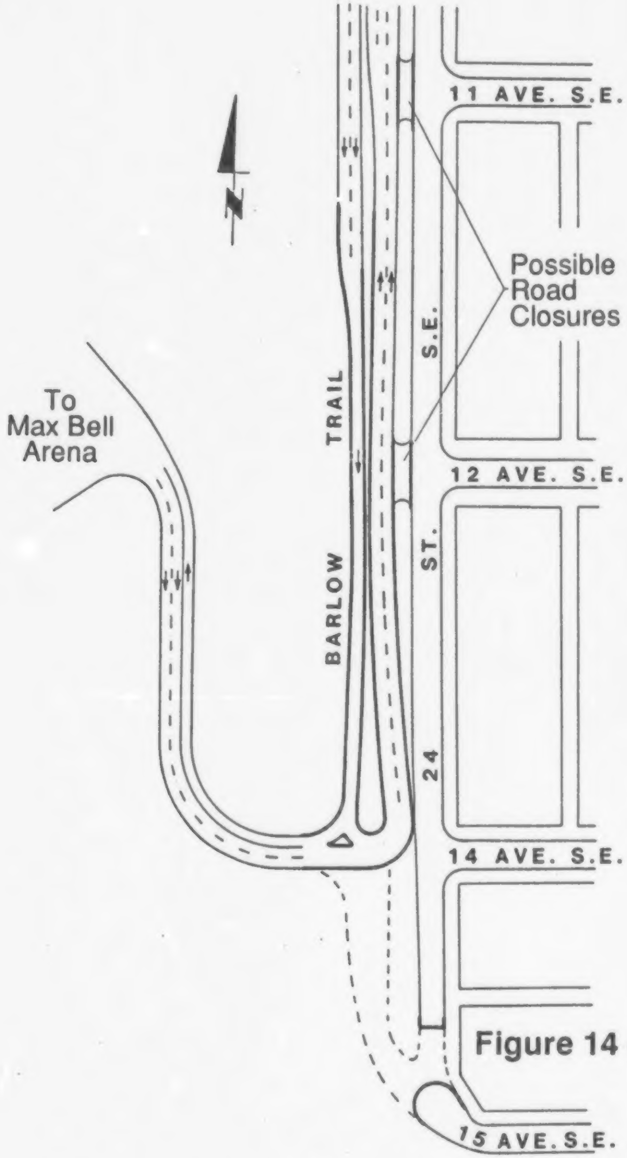
These improvements are aimed at reducing the shortcutting of non-local traffic on local residential streets. The modifications to interior streets of the community are recommended only because ultimate improvements to 36 Street are not slated for immediate implementation due to other budgetary priorities.

- Lane Reduction on Barlow Trail S.E.

The Barlow Trail location is being recommended for implementation at this time because the traffic analysis undertaken by the Transportation Department indicates that the magnitude of shortcutting traffic is higher than on 28 Street S.E. (i.e. 2,000-3,000 v.p.d. versus 1,500-2,000 v.p.d.).

A lane reduction was recommended instead of a road closure on Barlow Trail S.E. in the vicinity of 15 Avenue S.E. The road closure alternative would involve closing the road south of the entrance to the Max Bell Arena as shown on Figure 14. The existing community access points to Barlow Trail from 11 and 12 Avenues S.E. may be closed under this alternative to prevent shortcutting traffic from being diverted to other community streets. The advantages that the lane reduction alternative has over the road closure alternative are:

- access to the community from Barlow Trail is maintained;
- a balance between two main access points (Barlow Trail and 28 Street S.E.) is maintained;
- the transfer of non-local traffic to 28 Street S.E. is avoided; and
- 15 Avenue S.E. is made a less desirable shortcutting route by creating a time penalty for both non-local and local traffic.



N
To
Max Bell
Arena
BARLOW TRAIL
24 ST. S.E.
11 AVE. S.E.
12 AVE. S.E.
14 AVE. S.E.
15 AVE. S.E.
Possible
Road
Closures

Figure 14 - ROAD CLOSURE PROPOSAL / BARLOW TRAIL

- Lane Reduction on 28 Street S.E.

It is proposed that the lane reduction scheme on 28 Street S.E. be considered for implementation following the introduction and evaluation of a similar device on Barlow Trail S.E. south of the entrance to the Max Bell Arena. This will allow the Transportation Department to monitor the effectiveness of this concept as an anti-shortcutting measure.

Another alternative which was not recommended, is the mixed vehicle/pedestrian mall concept. It would require the narrowing of the existing roadway on 28 Street and having the two driving lanes weave in an "S" form as shown on Figure 15.

2.5.2 Other Transportation Issues

- Parking restrictions - 11 Avenue S.E.

Parking restrictions on the south side of the 2700 block on 11 Avenue S.E. were selected over restrictions on the north side because the properties on the south side all have lane access.

- Road and lane closures in vicinity of 35 Street and 17 Avenue S.E.

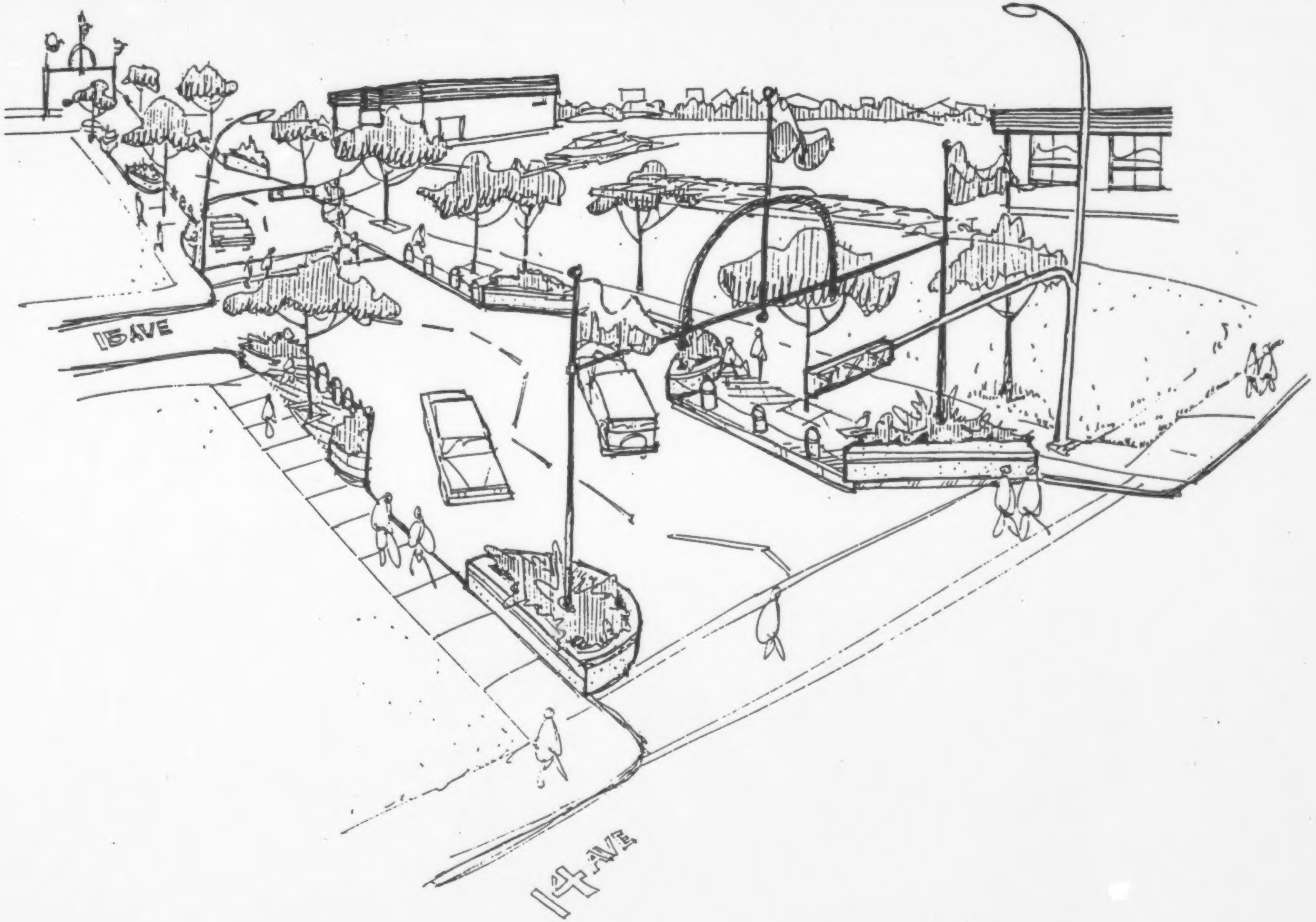
Residential property owners and residents have long experienced overspill parking and noise problems from the 17 Avenue Inn. The purpose of the proposed road and lane closures is to separate the commercial traffic from this residential area and to reduce the noise and traffic impacts on the residential area from this commercial use.

- Barlow Trail Connector

This option includes a two lane road extending from Barlow Trail to 17 Avenue S.E. (Map 7). It is proposed by the community as a more effective means to reduce the shortcutting of non-local traffic on 15 Avenue S.E. and 28 Street S.E. because it upgrades the roads on the edge of the community for regional and non-local vehicle trips.

In recognition that the embankment on which the proposed Barlow Trail extension would be situated has a history of instability, the Transportation Department arranged for a geotechnical study to evaluate the feasibility of this proposal. The study concluded that slope stabilization problems could be overcome through the installation of additional drainage systems at a minimum cost of approximately $250,000. The proposed roadway would have a significant impact on the river valley escarpment which has been designated as recreation open space in the Calgary River Valley Plan approved by City Council in 1984 April. The Transportation Department believes that the cost of undertaking this project (approximately $2.4 million) cannot be justified at the present time, given existing budgetary constraints and the limited benefits which this connection would provide to the overall transportation system.

Figure 15 - VEHICLE / PEDESTRIAN MALL PROPOSAL - 28 STREET S.E.


15 AVE
14 AVE

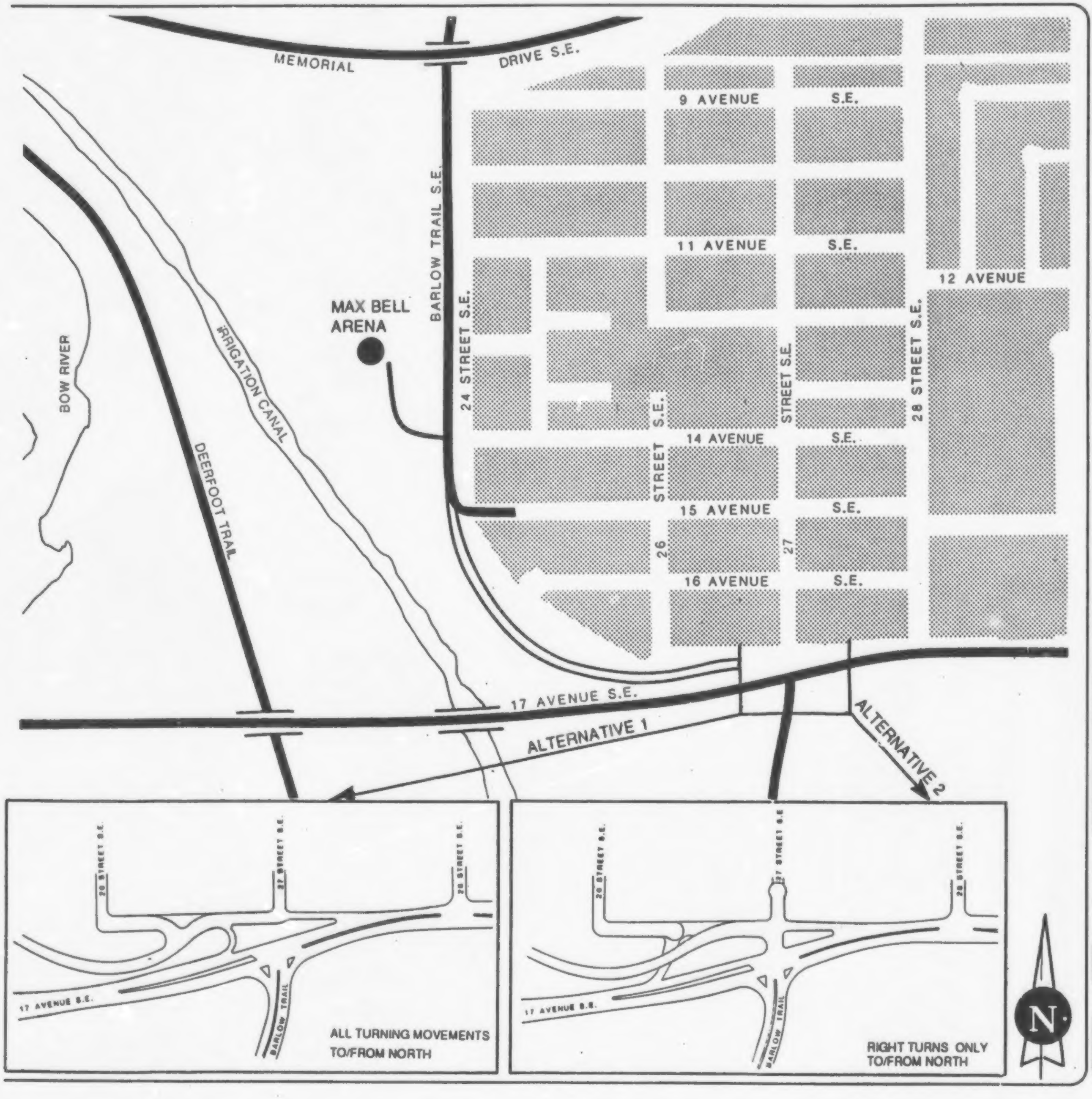
For example, it is anticipated that the additional traffic generation and turning movements which would result from a full connection of Barlow Trail to the existing "Tee" intersection of 17 Avenue and 26 Street S.E. (see Map 7, page 79) would cause capacity problems at this location. The increase in traffic volumes which would be experienced on Barlow Trail, south of Memorial Drive and 26 Street S.E. south of 17 Avenue S.E. would also result in additional noise exposure for adjacent residential properties.

As an alternative to a full connection of Barlow Trail to 17 Avenue S.E. the Transportation Department has considered an option which would provide for right turns only to and from 17 Avenue S.E. Although this option would provide for a better intersection operation, it would not accommodate the demand for southbound to eastbound travel around the community. Consequently, it would have only a marginal effect on shortcutting traffic levels on 15 Avenue S.E. Additionally, when viewed in the context of the overall transportation network, it is unlikely that this option would significantly alleviate existing or anticipated capacity constraints in the transportation system. On this basis, it is regarded as a poor investment as a solution to shortcutting traffic and overall transportation network issues.

In conclusion, it is the opinion of the Transportation Department that the resolution of shortcutting traffic and transportation network issues in Albert Park/Radisson Heights can best be addressed through consideration of a high capacity structure connection to 17 Avenue S.E. and/or the Deerfoot Trail. Both alternatives would remove most of the shortcutting traffic from the community as well as relieve future traffic congestion on the major road system. It must be emphasized however, that due to the projected high cost (approximately $20 to $30 million) neither option is considered to be practical or feasible at this time as a solution to community shortcutting issues. An extension of Barlow Trail is also not required to accommodate travel demands anticipated within the 10 year time frame of the current Transportation Improvement Priority Study (T.I.P.S.). On that basis, it is suggested that the need for this roadway could most appropriately be examined through the Northeast/East Sector Transportation Network Study, which will assess the future transportation requirement for the area between Peigan Trail, the north City limits, Deerfoot Trail and the east Cty limits.

- Vehicular noise on 28 Street in the vicinity of 12 Avenue S.E. where there is residential frontage.

Sound level measurements were conducted on 28 Street S.E. in the vicinity of 12 Avenue during August and September 1986. The measurements on both occasions at [64 dB(A) were somewhat higher than the City guideline of 60 dB(A)]. While the noise level is in excess of City standards, it is not feasible to provide noise attenuation measures (in the form of a wall) due to front access requirements.


MEMORIAL
DRIVE S.E.
9 AVENUE
S.E.
11 AVENUE
S.E.
12 AVENUE
14 AVENUE
S.E.
15 AVENUE
S.E.
16 AVENUE
S.E.
BARLOW TRAIL S.E.
24 STREET S.E.
26 STREET S.E.
27 STREET S.E.
28 STREET S.E.
MAX BELL ARENA
BOW RIVER
IRRIGATION CANAL
DEERFOOT TRAIL
17 AVENUE S.E.
ALTERNATIVE 1
ALTERNATIVE 2
26 STREET S.E.
27 STREET S.E.
28 STREET S.E.
17 AVENUE S.E.
BARLOW TRAIL
ALL TURNING MOVEMENTS TO/FROM NORTH
26 STREET S.E.
27 STREET S.E.
28 STREET S.E.
17 AVENUE S.E.
BARLOW TRAIL
RIGHT TURNS ONLY TO/FROM NORTH
N.

ALBERT PARK/
RADISSON
HEIGHTS

MAP
7

TITLE:
BARLOW TRAIL CONNECTOR

LEGEND

COMMUNITY
PREFERRED
ALTERNATIVE

DATE:
MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 mile
0 200 meters

- Residential parking problems

The two residential locations identified as having on-street parking problems due to their proximity to the Max Bell Arena and Father Lacombe High School, have been reviewed by the Transportation Department. This review has determined that these areas do not meet the criteria approved by Council for a residential parking zone. The criteria are set out in Section 1.3.4 of this document.

- Air pollution (Barlow Trail and 10 Avenue S.E.)

Resolution of resident complaints of air pollution from trucks in the vicinity of this intersection will be addressed through the adjustment of the traffic signal timing. Increasing the green time for traffic exiting Memorial Drive to access Barlow Trail north could solve this concern. If this method is not effective, other means will be explored.

2.6 Community Identification Program

During the preparation of this community plan, the Community Planning Advisory Committee (C.P.A.C.) addressed the need for physical improvements to the community. As a consequence of this review, this committee is recommending a series of community improvements that would parallel the improvements initiated and paid for by the Administration but the costs of construction and maintenance would be the responsibility of community residents.

Proposed improvements include entrance signs, street signs, a cairn to honor the immigrant pioneers of the community, special bus shelters, benches and garbage receptacles placed throughout the community and a bandstand for music festivals as shown in Figure 16.

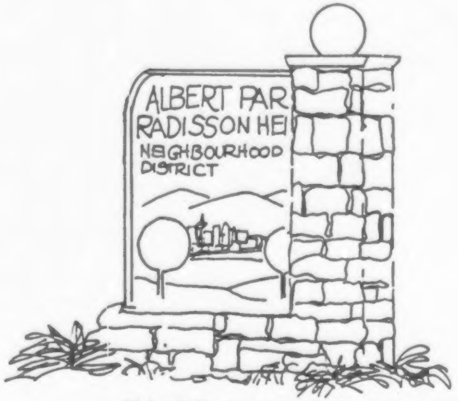
Final approval of this concept will be accomplished through public meetings both before and after the Plan is approved.

The costs of implementing this program are still to be determined. Potential sources of funds to finance these improvements are:

- a special local improvement/local benefit levy (tax) approved by a majority of property owners;
- monies from grants, or from foundations that are generally allocated to community improvements of this type.

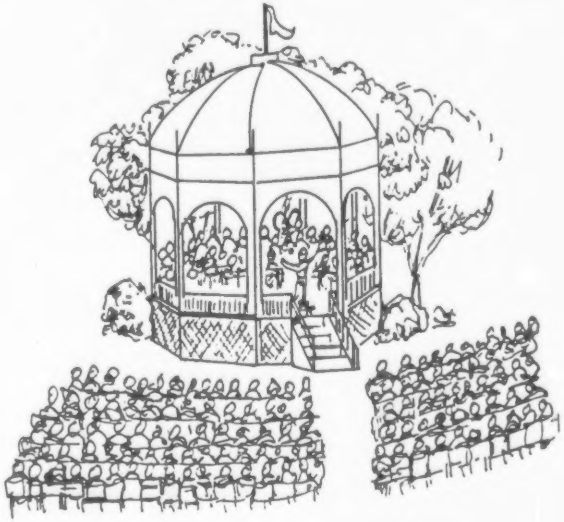
(Note: The Transportation Department is concerned regarding the potential difficulties in maintaining specially-designed transit shelters. This proposal could result in increased maintenance costs due to the necessity of providing an inventory of non-standard shelter components.)

Figure 16 - COMMUNITY IDENTIFICATION PROPOSALS

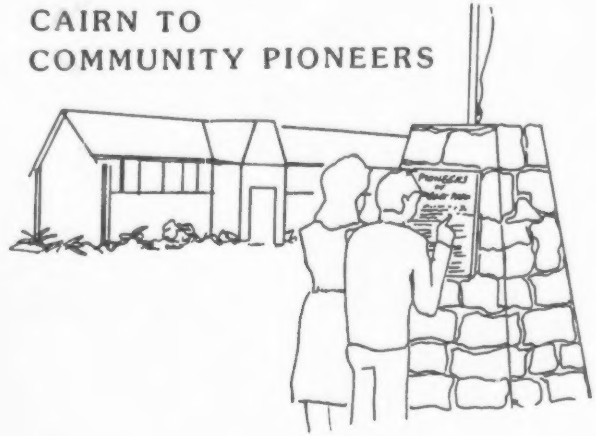

ALBERT PAR
RADISSON HEI
NEIGHBOURHOOD
DISTRICT

ENTRANCE SIGNAGE

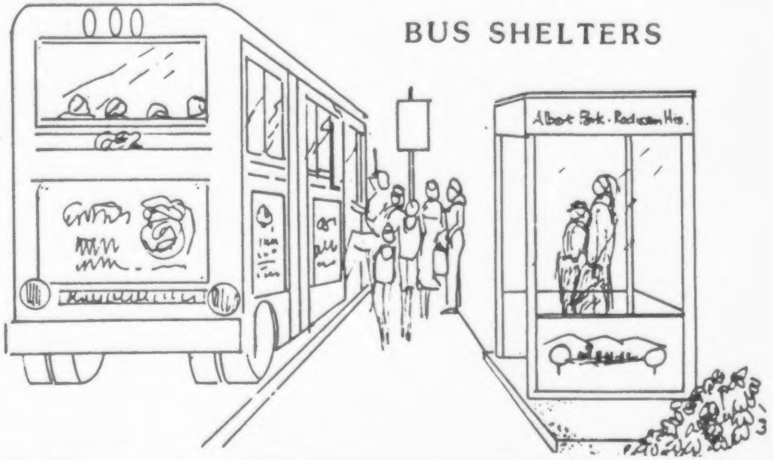
BANDSTAND



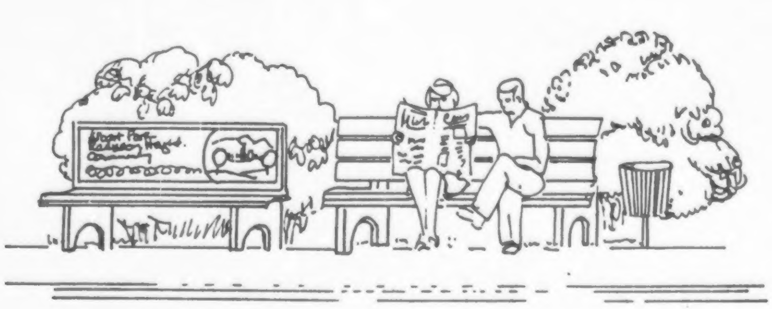
CAIRN TO
COMMUNITY PIONEERS


Pioneers
of

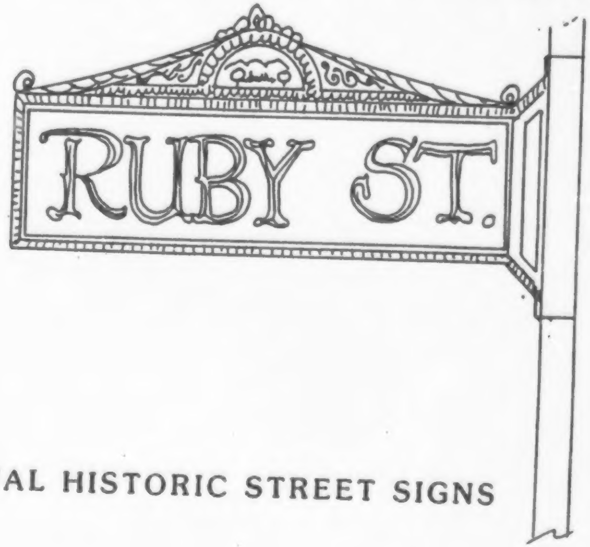
BUS SHELTERS


Albert Park · Radisson Hts.

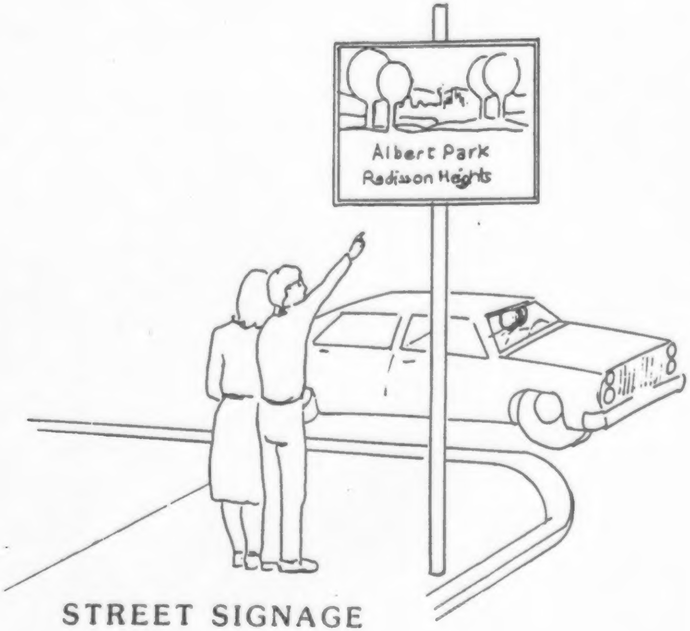
COMMUNITY IDENTIFICATION PROPOSALS



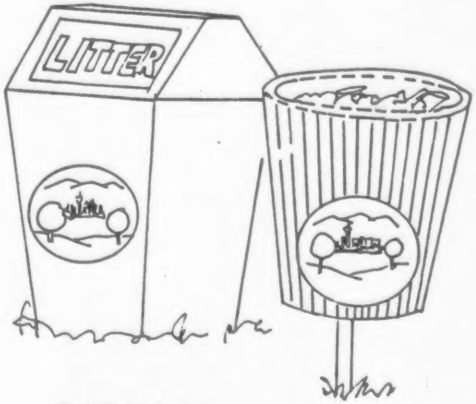
SELECTIVE LOCATION OF BENCHES



SPECIAL HISTORIC STREET SIGNS


Albert Park
Radisson Heights

STREET SIGNAGE



GARBAGE RECEPTACLES

3.0 PLANNING PROCESS

The Albert Park/Radisson Heights A.R.P. was prepared with consideration given to the overall interests of the City and the particular concerns of the community.

Community issues and concerns described in the previous section were compiled from the public participation process. This process included two Open Houses, the Community Planning Advisory Committee (C.P.A.C.), that met approximately once a month during the preparation of this plan, many block meetings and discussions with the Board of Directors of the Community Association.

A special Information Centre and Opinion Survey was conducted in May-June, 1987 regarding solutions to the shortcutting traffic problems. The results of this survey were very helpful in developing the proposed transportation policies. A copy of the opinion survey is included as Appendix A and the survey results are included as Appendix B.

4.0 FINANCIAL CONSIDERATIONS

Outlined below is the estimated expenditures required to implement the policies outlined in this Area Redevelopment Plan. These preliminary costs are in 1988 dollars. The transportation, park and social service projects identified in Sections 4.1, 4.2 and 4.3 will be evaluated in the context of city-wide needs and implemented as civic budget constraints permit.

4.1 Proposed Transportation Expenditures

4.1.1 Lane Reduction Proposal (Barlow Trail)

- Permanent Installation $66,000 - 100,000

4.1.2 Road Closure Alternative (Barlow Trail)

- Permanent Installation $190,000

4.1.3 36 Street Upgrading

- Interim Upgrading (Re-alignment of the intersection at 36 Street and 8 Avenue S.E. and the elimination of parking during peak hours) $28,000
- Ultimate Upgrading

Land Acquisition	2.0 Million
Road Construction	4.5 Million
TOTAL	6.5 Million

4.1.4 Lane Reduction Proposal (28 Street)

- Permanent Fixture $66,000 - 100,000

4.1.5 Mixed Vehicle/Pedestrain Mall (28 Street)

- Temporary Fixture Costs $39,000

4.2 Proposed Park Expenditures

4.2.1 Radcliffe Village Park $100,000

4.2.2 **Stage 1** - Passive recreation area improvements to Albert Park park, Community Hall park, Father Lacombe High School park and David D. Oughton park.

- install mini-parks (4X $36,000) $144,000

4.2.3 **Stage 2** - Park Improvements (tree planting, landscaping and irrigation systems).

- Albert Park park	$ 40,000
- Community Hall Site	$ 82,000
- Father Lacombe	$110,000
- David D. Oughton	$ 22,000

4.3 Social Services Expenditures

$50,000 - 70,000 per year for three years	$150,000 - 210,000

4.4 Community Identification Program Expenditures

The projects outlined below will be paid for and maintained by the Community Association through a local benefit by-law or private fund raising endeavours.

4.4.1	**Community Identification Signs**	
	1 large sign - 5' x 5'	$2,100.00
	12 small signs - 3' x 5' (12 x $115.00)	$1,380.00
4.4.2	**Historic Street Signs**	
	90 x $115.00	$10,350.00
4.4.3	**Garbage Receptacles**	
	(12 x $165.00)	$1,980.00
4.4.4	**Benches**	
	(6 x $193.00)	$1,160.00
4.4.5	**Bus Shelters**	
	(4 x $3,300.00)	$13,200.00
4.4.6	**Cairn** (in honour of pioneers)	$4,600.00
4.4.7	**Bandstand**	$16,500.00
	TOTAL (items 4.4.1 to 4.4.7)	**$51,270.00**

5.0 COMMUNITY POINT OF VIEW

The Community Planning Advisory Committee (C.P.A.C.), on behalf of the Albert Park/Radisson Heights Community, wishes to express its sincere appreciation to the staff members of the various City Departments who have worked to prepare the Area Redevelopment Plan. The C.P.A.C. endorses all of the parts of the plan with the exception of the policies regarding Barlow Trail. Further, C.P.A.C. welcomes the opportunity to put forward its point of view on this major issue.

Maps 8, 9, 10 and 11 (sketches drawn from air photos) are enclosed to document and illustrate the point that a road connecting 17 Avenue S.E. and Barlow Trail (south of Memorial Drive) has existed for many, many years. Maps 8 and 9 show a road on the edge of the escarpment as early as 1953. Map 10 (dated 1972) shows this road in existence even with a four lane divided road connecting Barlow Trail and 17 Avenue S.E./Blackfoot Trail. This four lane divided road was discontinued with the construction of Deerfoot Trail S.E. In addition, the road connecting Barlow Trail and 17 Avenue was removed as well. Map 11 (dated 1986) explains that with the elimination of both roads, traffic has nowhere to go but through the community to 15 Avenue and 28 Street. This problem is made worse by the proposed construction on the Interplex site which is directly north of the community on the east side of Barlow Trail.

The solution proposed by the Transportation Department is the upgrading of roads on the edge of the community (36 Street and Barlow Trail). The community supports these proposals which would reduce the need of non-local traffic using community streets and avenues when travelling to destinations outside the community. This would also eliminate the need for traffic barriers on local streets to reduce shortcutting traffic.

Our fear is that the proposed short term measures (barriers) will become long term solutions without the development of the Barlow Trail/17 Avenue connection.

In conclusion, we think the Barlow Trail/17 Avenue connection is desirable for the following reasons:

1. the upgrading of roads on the edge of the community is preferred to the use of traffic barriers on community streets;
2. the road right-of-way exists so that no land acquisition costs are necessary to build this road;
3. the development of this road would be much cheaper than making improvements to Deerfoot Trail;
4. the development of this road would have less impact on the Bow River and W.I.D. Canal and adjoining parks than would improvements to Deerfoot Trail.

MAP
8

ALBERT PARK/
RADISSON
HEIGHTS

TITLE:
BARLOW TRAIL

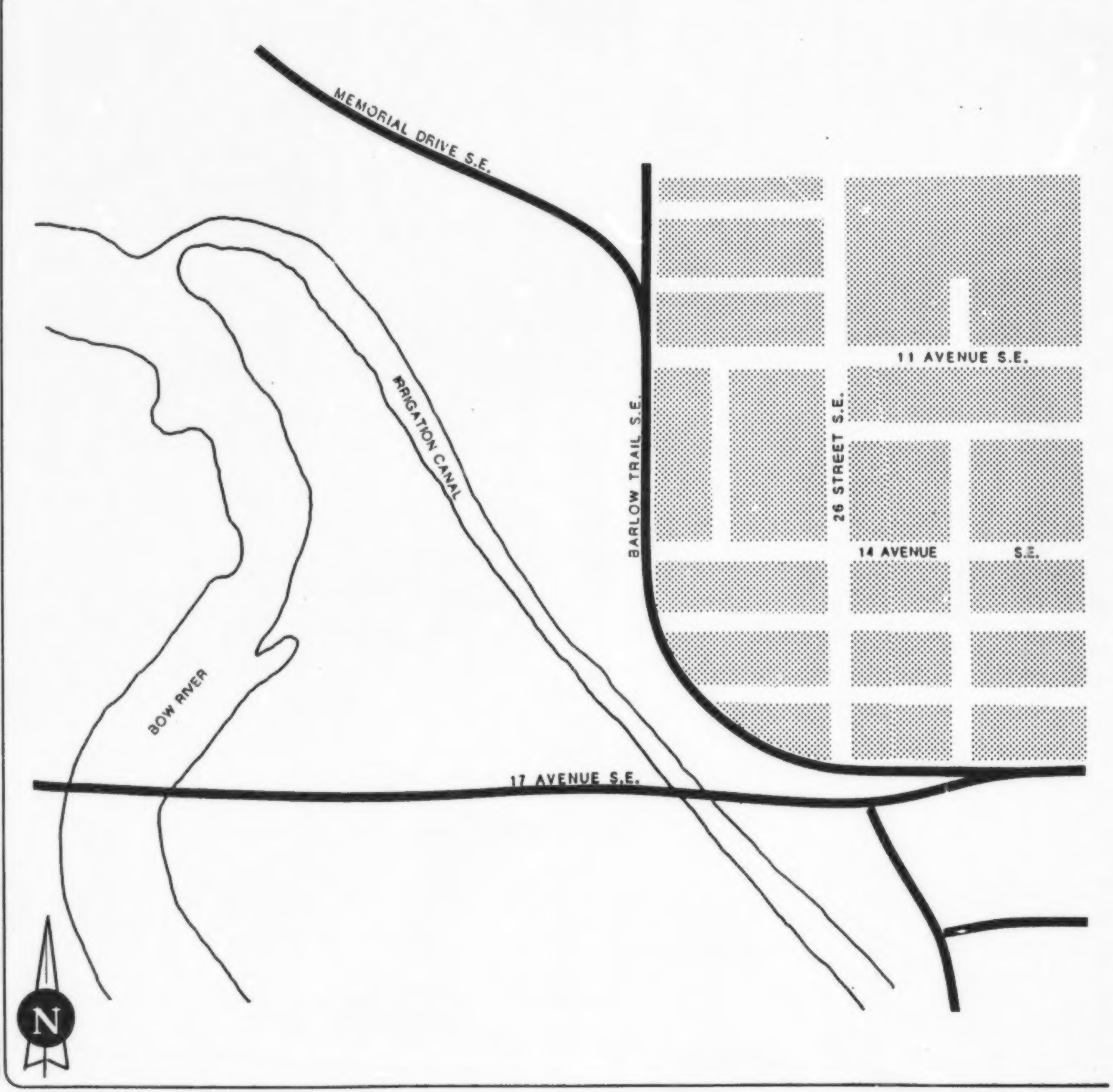
LEGEND

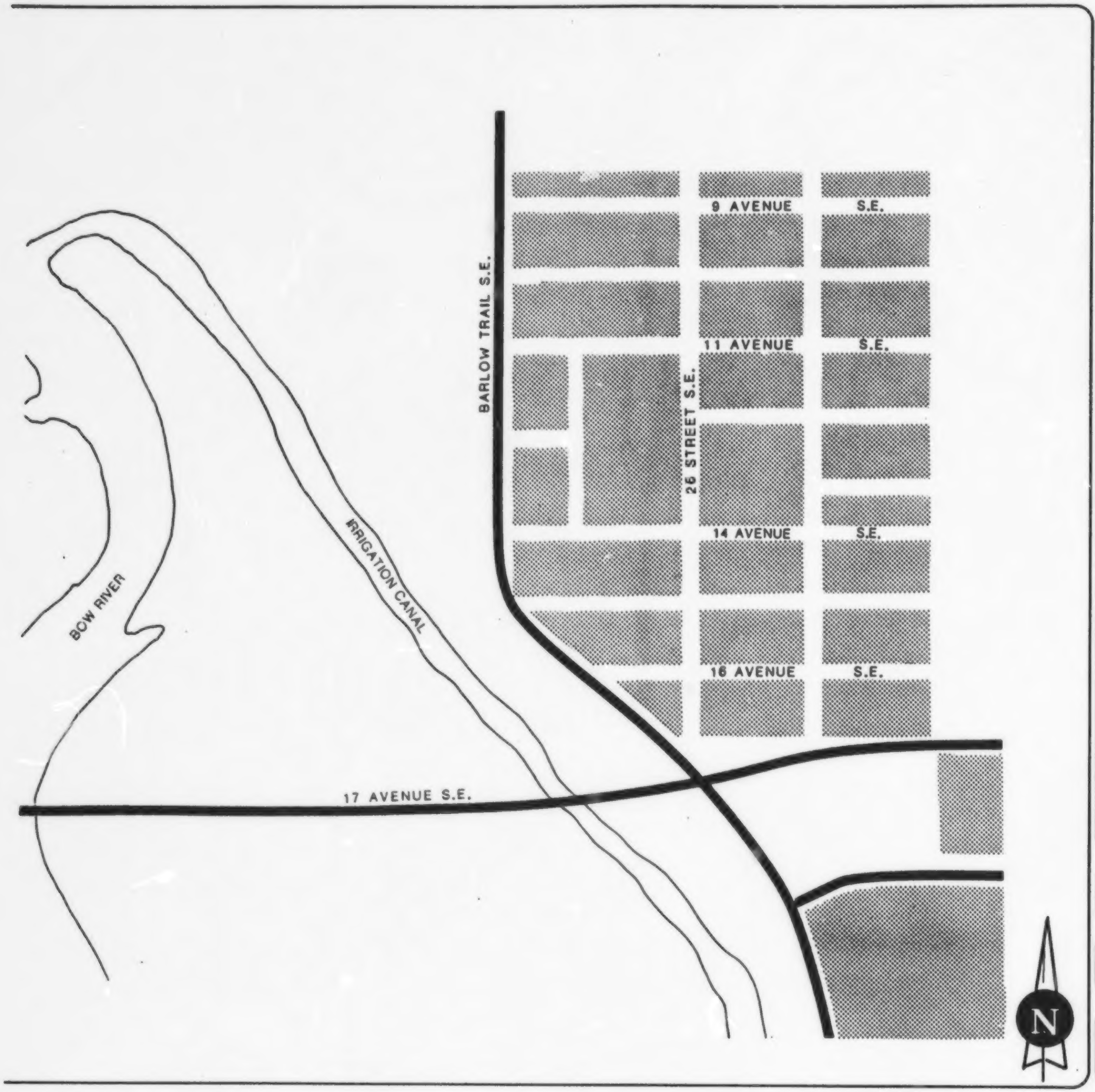
SKETCH DRAWN
FROM AIR PHOTO
1953

DATE: **MAY 1989**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 mile
0 200 meters


MEMORIAL DRIVE S.E.
BOW RIVER
IRRIGATION CANAL
BARLOW TRAIL S.E.
26 STREET S.E.
11 AVENUE S.E.
14 AVENUE S.E.
17 AVENUE S.E.
N


BOW RIVER
IRRIGATION CANAL
BARLOW TRAIL S.E.
26 STREET S.E.
9 AVENUE S.E.
11 AVENUE S.E.
14 AVENUE S.E.
16 AVENUE S.E.
17 AVENUE S.E.
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
9

TITLE:
BARLOW TRAIL

LEGEND

SKETCH DRAWN
FROM AIR PHOTO
1964

DATE:
MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 mile
0 200 meters

MAP 10

ALBERT PARK/
RADISSON
HEIGHTS

TITLE:
BARLOW TRAIL

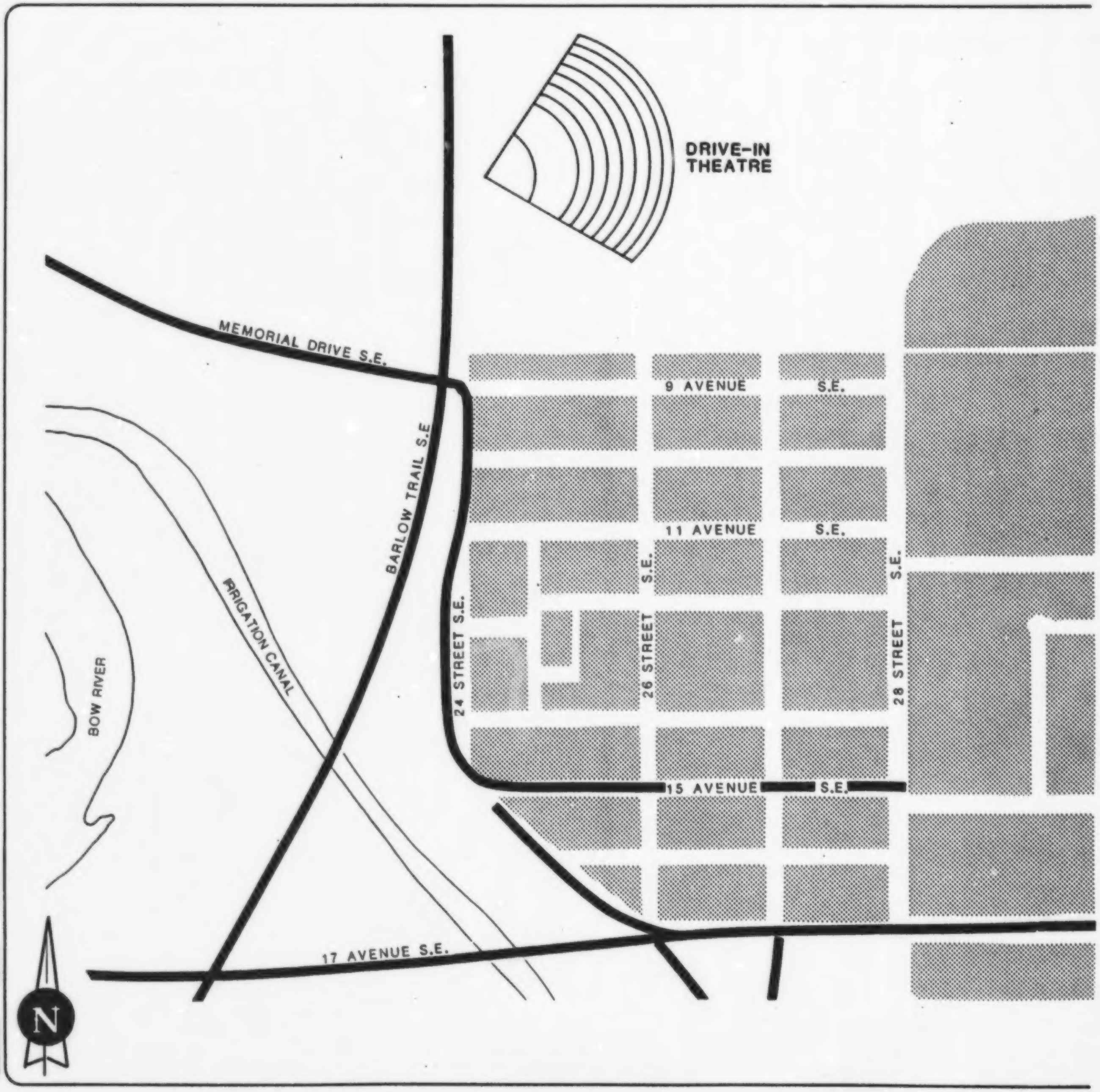
LEGEND

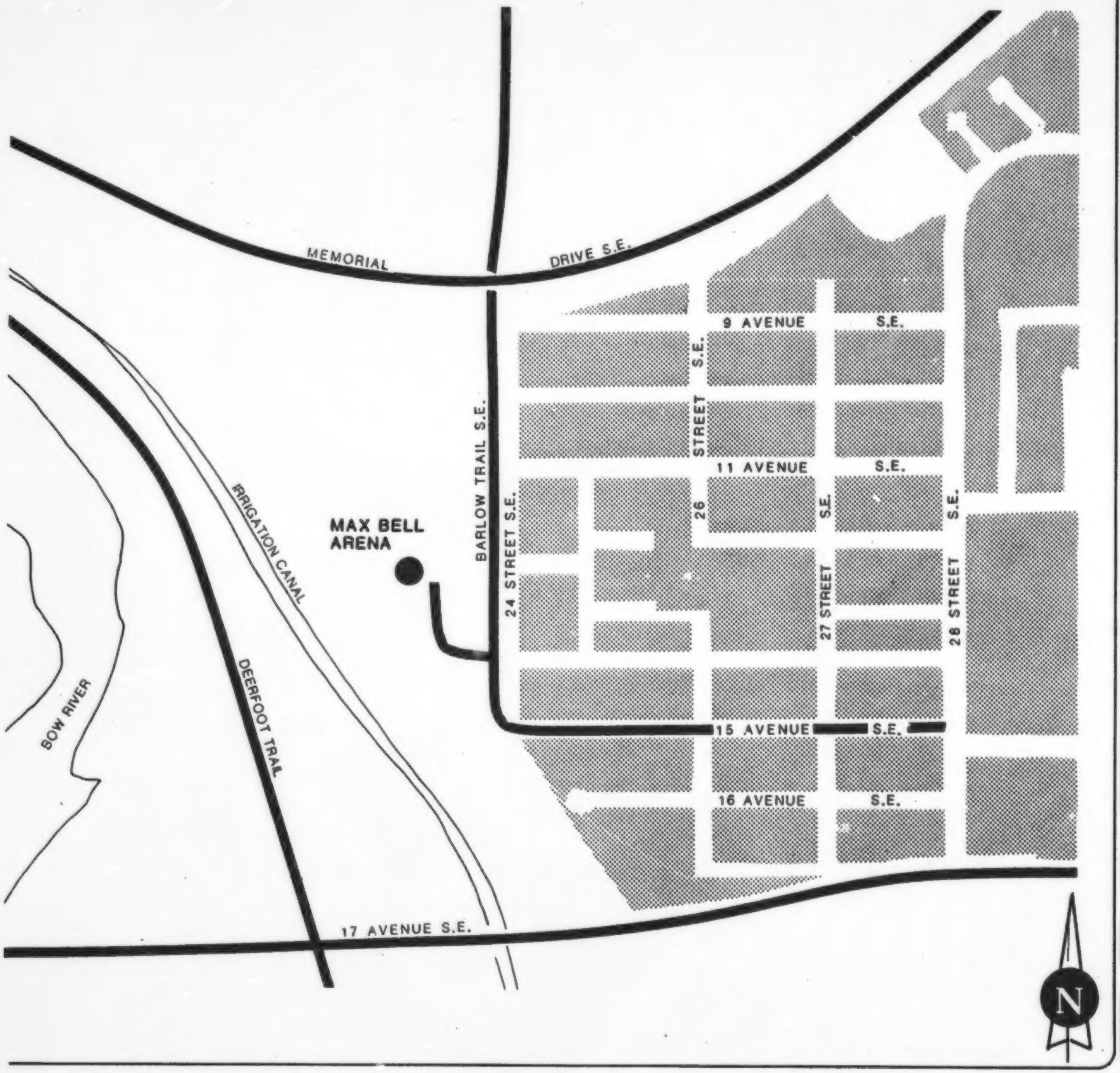
SKETCH DRAWN
FROM AIR PHOTO
1972

DATE:
MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 mile
0 200 meters


DRIVE-IN THEATRE
MEMORIAL DRIVE S.E.
BARLOW TRAIL S.E.
IRRIGATION CANAL
BOW RIVER
9 AVENUE S.E.
11 AVENUE S.E.
15 AVENUE S.E.
17 AVENUE S.E.
24 STREET S.E.
26 STREET S.E.
28 STREET S.E.
N


MEMORIAL
DRIVE S.E.
9 AVENUE
S.E.
STREET
S.E.
11 AVENUE
S.E.
26
S.E.
S.E.
BARLOW TRAIL S.E.
24 STREET S.E.
27 STREET
28 STREET
MAX BELL
ARENA
IRRIGATION CANAL
DEERFOOT TRAIL
BOW RIVER
15 AVENUE
S.E.
16 AVENUE
S.E.
17 AVENUE S.E.
N

ALBERT PARK/
RADISSON
HEIGHTS

MAP
11

TITLE:
BARLOW TRAIL

LEGEND

SKETCH DRAWN
FROM AIR PHOTO
1986

DATE:
MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 mile
0 200 meters

Appendix

6.0 APPENDIX

APPENDIX A
OPINION SURVEY ON TRANSPORTATION ALTERNATIVES

1. Do you support the City of Calgary Transportation Department implementing on a trial basis, some from of traffic control scheme in Albert Park/Radisson Height to reduce non-local traffic shortcutting through the community?

   __ Yes __ No

2. If your answer to question 1 above is yes, please indicate which of the traffic control options described on the previous pages you would support either on an experimental or permanent basis.

ARTERIAL STREET IMPROVEMENTS

		Please check (x) Yes	or No
*Option 1:	Adjust traffic signal timing on 36 Street E. and 17 Avenue S.	___	___
Option 2:	Upgrade 36 Street E. between 8 Avenue and 17 Avenue S.E.	___	___
	a) a roadway widening to 4 lanes with median	___	___
	*b) peak period parking restrictions	___	___
Option 3:	Extend Barlow Trail to connect to 17 Avenue/ Blackfoot Trail	___	___

INTERNAL ROAD MODIFICATIONS

*Option 4:	Lane Reduction Scheme: Barlow Trail	___	___
*Option 5:	Road Closure - Barlow Trail	___	___
*Option 6:	Lane Reduction Scheme - 28 Street E.	___	___
*Option 7:	Mixed Vehicle/Pedestrian Mall - 28 Street E.	___	___

***Option capable of being implemented on a 6 month trial basis.**

Comments or other traffic management systems you would like investigated.

____

____

Name: ____________________

Signature: ____________________

Address: ____________________

Phone: ____________________

MAIL TO: City of Calgary
Transportation Planning Division
Transportation Department (#8124)
P.O. Box 2100
Calgary, Alberta T2P 2M5

Only 1 response per business or household please.

APPENDIX B
OPINION SURVEY RESULTS

These are the results of the Opinion Survey carried out in conjunction with the Information Centre on June 26 and 27. A total of 144 questionnaires were completed and returned to City Hall.

The survey results carry more weight because they represent household or family opinions as opposed to individual opinions. There were twenty-seven (27) completed by businesses in the Forest Lane Shopping Centre that held the same answers and have been so identified. All percentages have been rounded to the next number.

1. Are you in support of implementing on a trial basis some form of traffic control scheme to reduce non-local traffic shortcutting through the community?

   Yes 108 75% No answer 24 17% No 12 8%

2. Would you support either on an experimental or a permanent basis the adjusting of traffic signs timing on 36 Street E. and on 17 Avenue E.?

   Yes 88 61% No answer 36 25% No 20 14%

3. Would you support upgrading 36 Street E. between 8 Avenue and 17 Avenue S.E. to four lanes with a median?

   Yes 64(27) 44% No answer 43 20% No 27 36%

4. Would you support on an experimental or a permanent basis parking restrictions on 36 Street E. between 8 and 17 Avenues between 7-9 a.m. and 4-6 p.m.?

   Yes 81(27) 56% No answer 47 33% No 16 11%

5. Would you support extending Barlow Trail to 17 Avenue/Blackfoot Trail?

   Yes 80(27) 55% No answer 53 30% No 21 14%

6. Would you support either on an experimental or a permanent basis a lane reduction scheme on Barlow Trail?

   Yes 19 13% No answer 47 33% No 78(27) 54%

7. Would support either on an experimental or a permanent basis a road closure at the corner of 15 Avenue and Barlow Trail?

   Yes 29 20% No answer 32 22% No 83(27) 57%

8. Would you support either on an experimental or a permanent basis a lane reduction scheme on 28 Street?

   Yes 21 15% No answer 49 34% No 74(27) 51%

9. Would you support either on an experimental or a permant basis a mixed vehicle/pedestrian mall on 28 Street?

   Yes 20 14% No answer 52 36% No 72(27) 50%

APPENDIX C
OPEN SPACE RESPONSES - NEEDS AND PREFERENCE STUDY

1. Satisfaction with the PARKS/OPEN SPACE in the Community:

Amount of Parks/Playfields

Very Satisfied	2%	(7)
Unsatisfied	21%	(69)
Satisfied	51%	(165)
Very Unsatisfied	2%	(40)

Maintenance

Very Satisfied	2%	(7)
Unsatisfied	23%	(73)
Satisfied	50.5%	(162)
Very Unsatisfied	10%	(32)

Equipment Appropriate

Very Satisfied	2.5%	(8)
Unsatisfied	14%	(46)
Satisfied	54%	(172)
Very Unsatisfied	10.6%	(34)

2. When asked what improvements should be emphasized in PARKS/OPEN SPACE, respondents felt that quiet passive areas for relaxing picnicking and trees, shrubs and plantings needed more emphasis (78% and 71% respectively).

	More Emphasis		Adequate	
1. Quiet passive areas for relaxing/picnicking	78%	(252)	11%	(35)
2. Trees, shrubs & plantings	71%	(228)	21%	(67)
3. Tennis and court games	58%	(185)	20%	(64)
4. Jogging track/fitness	54%	(174)	24%	(77)
5. Playground equipment	50%	(161)	25%	(80)
6. Pathways	45%	(145)	30%	(96)
7. Natural ice rinks	34%	(108)	48%	(154)
8. Sports fields	26%	(82)	50%	(160)